



## Official and Classified ADVERTISEMENTS

Continued from Page 15

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### PUBLIC NOTICE

**Notice to Mariners**  
**SHELL EXPRO'S GASLINE TERMINATION**  
Current work on the St. Fergus/Brant Gasline has now ceased for winter months. The end of field down section of the pipeline is on a seabed at following position: 55°48'55.4"N 00°08'08.7"E.  
Which computes to following Decca co-ordinates.  
CHAIN 6C NORTH SCOTTISH  
CORRECTED OBSERVED COMPUTED GREEN 121 D 47.87  
IC-OI - 0.15  
OBSERVED DECCOMETER READING 121 E 30.02  
CORRECTED OBSERVED COMPUTED PURPLE 131 F 57.45  
IC-OI - 0.40  
OBSERVED DECCOMETER READING 131 F 57.85  
CHAIN OF SEROEN  
CORRECTED OBSERVED COMPUTED RED 111 E 18.81  
IC-OI - 0.15  
OBSERVED DECCOMETER READING 111 E 18.78  
CORRECTED OBSERVED COMPUTED GREEN 131 F 46.04  
IC-OI + 0.15  
OBSERVED DECCOMETER READING 131 F 44.88  
CORRECTED OBSERVED COMPUTED PURPLE 111 O 57.05  
IC-OI + 0.13  
OBSERVED DECCOMETER READING 111 O 56.93  
It should also be noted that attached to the end of the pipeline is 1000 feet of 3" dia. wire rope lying on seabed on a bearing of 037° from pipeline.

### NOTICE TO MARINERS

#### ROCK DUMPING ON SHELL EXPRO'S GASLINE

Rock dumping on the St. Fergus/Brant gasline is being carried out by the vessels "Avelingen" and "Frans" and will continue for several further weeks. As a result of weather delays it is now anticipated that the work will continue until about the end of the year.

First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Decca main chain 6c green, D32.74 to D33.59 and purple H62.25 to H62.47.

### Rock Dumping Vessels

"FRANS" and "AVALINGEN"

These vessels which are at present working over the St. Fergus/Brant Gasline, frequently lay to two anchors the cables of which extend 850 metres up current from the vessels. A wide berth is requested.

## Skippers get tough with Faroe

ABERDEEN trawler officers are seeking support from the industry to stop landings by Faroese trawlers until an acceptable agreement on fishing rights for EEC boats at Faroe had been reached.

Mr. Joe McLean, secretary of the Aberdeen Trawler Officers' Guild, said that the Faroese authorities were driving UK boats from the area by the imposition of increased net mesh size to 135mm at the beginning of next year. This will make fishing impossible.

Despite the skippers' plea at a meeting held this week, representatives will only be reporting to their organisations what had been said.

Workers' Union, fish porters, merchants and trawler owners.

Mr. McLean earlier warned that if Faroe did not allow satisfactory access for EEC trawlers, they would be calling for a ban on Faroese landings not only at Aberdeen but other UK ports.

EEC trawlers will withdraw from Faroese waters for a period at the start of next year. At the same time Faroese vessels will quit EEC waters.

This was one of the decisions reached at last week's talks between EEC and Faroese authorities at Brussels. It is expected that there will be no fishing by either side until an agreement on access for 1978 is reached.

Next meeting to continue the talks at Brussels will be on January 11 and from then until January 18, when there will be a meeting of the Council of Ministers. It will be a decision time for UK trawler interests, particularly at Aberdeen. Exclusion of that port from Faroese waters

would have the same effect as Iceland did to the Humber. It was hoped that arrangements with Faroe would be settled at the Council of Ministers' meeting on January 16.

### Danger zone

DANGERS of eating cadmium polluted shellfish from the Bristol Channel have been spelled out by Westonsuper-Mare Community Health Council.

This warning came from Roger Stanner, a chemistry teacher at Harcliffe School in Bristol who has spent several years on part-time research into cadmium pollution. He has studied the problem from Arctic Norway to the Channel, the largest source of high-cadmium water in Europe that has been across the English Channel. Zinc smelting at Avonmouth is the biggest source of the pollution, according to Mr. Stanner.

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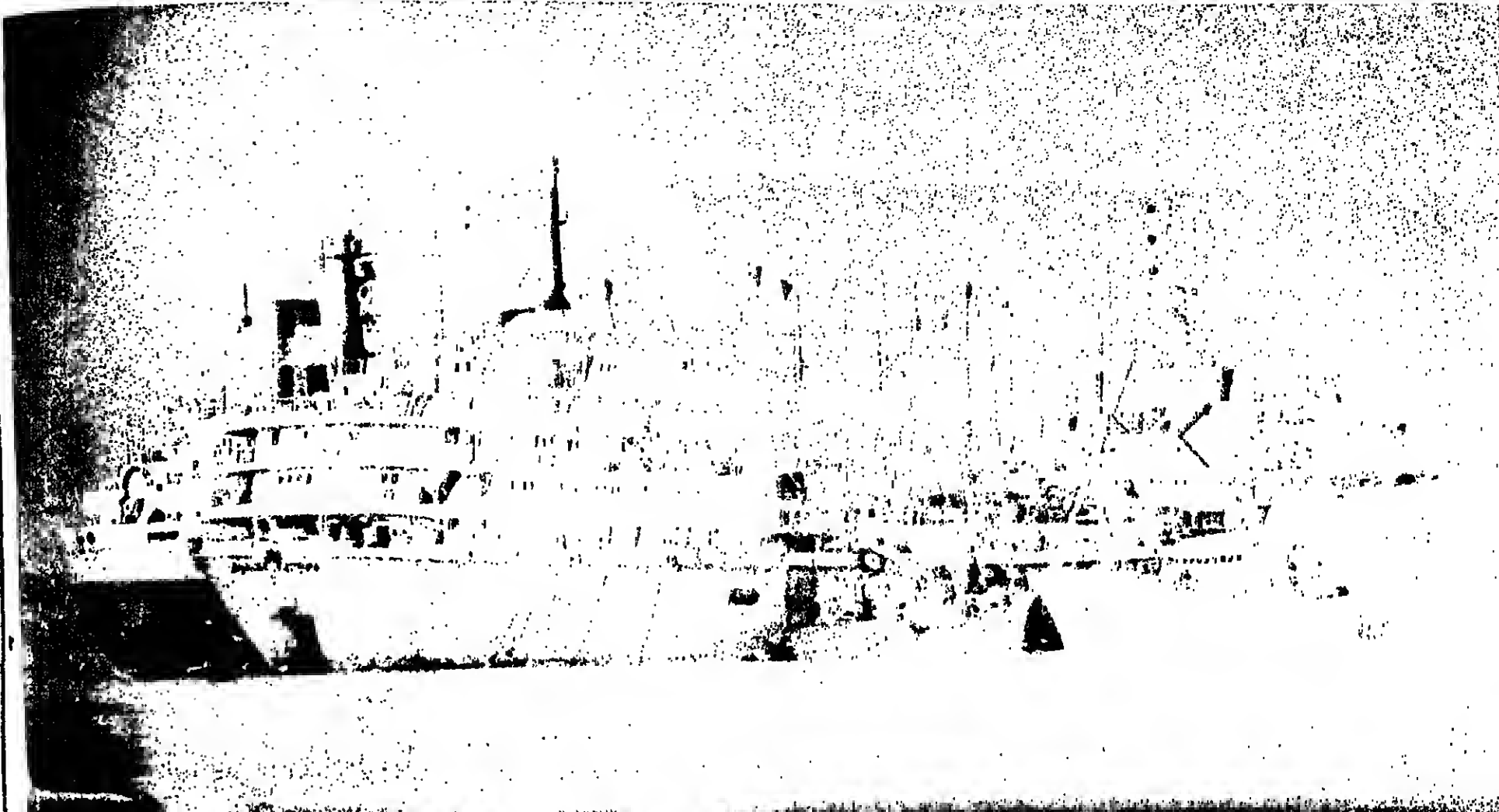
# fishing news

December 23/30, 1977

No. 3359

Est. 1913

15p



Britain's largest purse seiner, Sette Mari, is dwarfed by the Russian factory ship Rybak Latvil as she tranships mackerel off Cornwall last week. Also moored alongside is the blue-hulled Scottish purse seiner Soolous.

## SWITCH OFF 'RED ALERT'

GIANT East European factory ships are guilping up thousands of tons of Cornish mackerel — and keeping British fishermen in business.

British purse seiners and trawlers are supplying nine factory ships from Russia, East Germany and Bulgaria. Since they moved on to the grounds in late October, our 'take' from this massive export operation has hit around £400,000 and could exceed £1m. by the end of the season.

Mackerel totalling 2,300 tons was put aboard the East European ships in the four-week period ending December 17.

While there has been some local criticism of the operation, Tom Boyd int., managing director of Boyd Line at Hull, put it in perspective when he told Fishing News: "It's the Russians weren't here then our freezer ships would all be tied up."

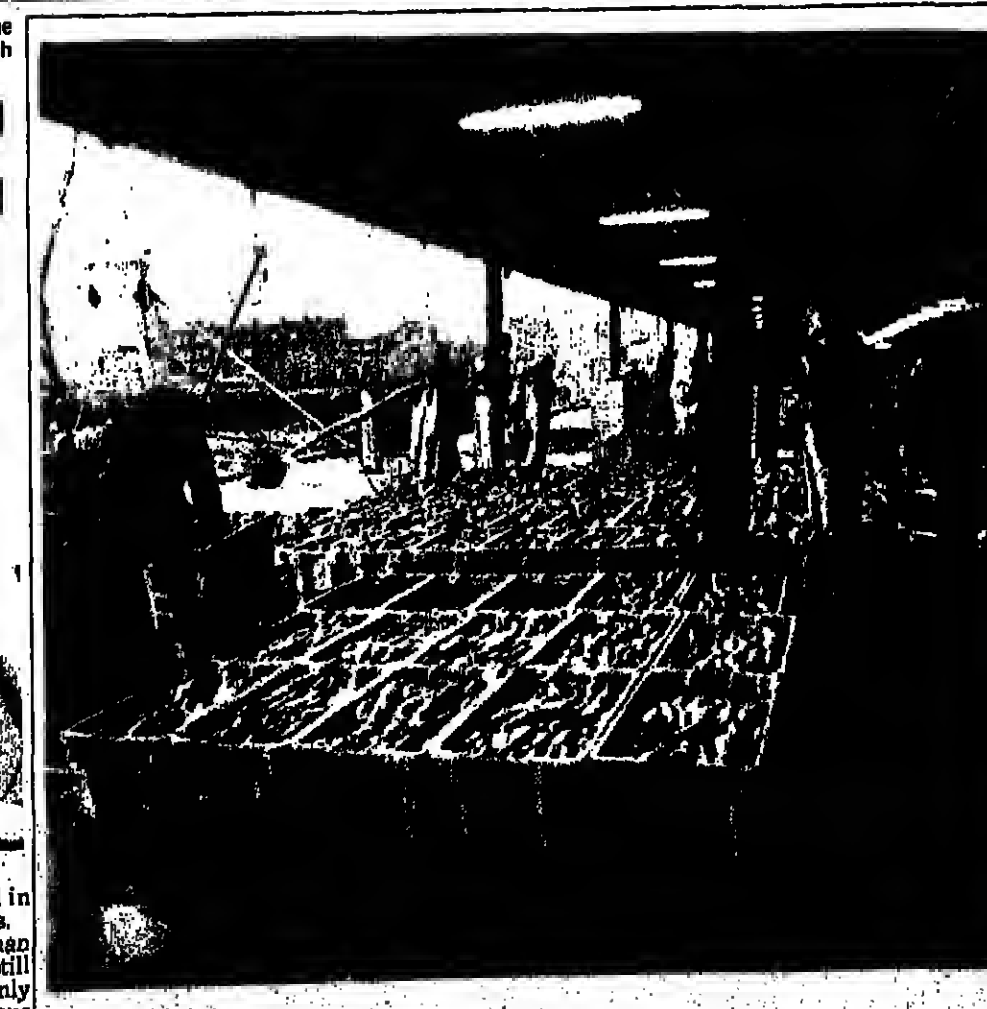
Boston Group and Richard Irvin ships are working in conjunction with Boyd through John Travers Ltd. and Mr. Boyd said that so far his ships had earned £200,000 in under two months. "And it's cash on the nail," he added.

Regular checks are being made by the Royal Navy to ensure that only licensed vessels are fishing mackerel and MAFF inspectors have stated that they are satisfied quotas are being adhered to.

Transshipping to the Bulgarian fleet is being organised by the Salvus Sain Group. Up to 10 three Scottish purse seiners are being used and several local trawlers are involved, too.

What the politicians say? page 2

The payment aspect is a big issue for British fishermen when it is considered how



### Shell is catching

Shell marine oils are as much a part of the sea as these kites. Britain's top trawlermen rely on Shell to help them bring home consistently fine catches. And once in port, they look to Shell again for the oil that's keeping their trawlers' engines running.

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SHELL MARIN

RUSSIANS: EXCLUSIVE REPORT AND PICTURES PAGES 14-17.



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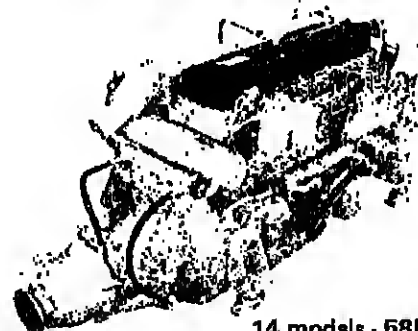


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# BAN ON EEC BOATS LIFTED TEMPORARY DEAL WITH NORWAY

DISTANT water trawler operators breathed a sigh of relief last week when Norway decided to waive the ban on all EEC vessels and agreed temporary fishing quotas for the first three months of next year.

Norway comes out of the agreement very well with a 'stand-still' on catches in EEC waters.

North of 63° EEC vessels will be allowed to take 12,000 tons of cod; 2,000 tons had-

dock; 3,750 tons saithe and 350 tons of Greenland halibut.

There is a 2,000-ton allowance for redfish west of 20° East.

The Norwegians have been allowed a 2,000-ton catch of Greenland shrimp and 1,500 tons of herring off the west coast of Scotland. The herring quota takes in an allowance against unfinished quotas in 1977.

Norway has also been given a quota for 35,000 tons of Norway pout and sandeels to be taken in three months.

While fishing can start off Norway from January 1, a fishing plan has to be submitted by the first week of the month. Licence applications have to be made by January 10.

While pleased that it would have some boats fishing, the British Fishing Federation voiced dismay over the short and temporary nature of the agreement. "Whatever we get out of the 12,000-ton EEC cod quota (and it should be 80 per cent), having to take it in three months is not satisfactory," said a spokesman. "It doesn't allow us to plan to meet British market requirements".

## Welcome

On Humber side the news was particularly welcome coming so soon after the British industry was given back over 1,000 tonnes of fish in the Norwegian sector of the White Sea and Norway Coast. It has enabled owners to make firm sailing plans for the first time in months.

The return of the 1,000 tonnes - fish Britain claim as still outstanding when Norway banned all EEC.

vessels early in November - caused a flurry of activity.

At Grimsby BUT, the only company with distant water ships at sea off Bear Island, immediately diverted them to the Norwegian waters in the frantic battle to pick up its allocation before the end of December deadline.

The company also put *Ross Kelly* back to sea and the freezer *Ross Vanguard*, although the latter was not definitely confirmed as heading for Norwegian waters.

Meanwhile, the *Boston Group* rapidly pulled out the laid-up *Boston Comanche* and she sailed on December 10. Consolidated Fisheries also managed to crew up *Bornaley*, from its ranks of laid-up distant water ships, and she sailed on December 14.

This was a creditable performance, considering the short notice Britain was given. There was virtually only two weeks of trawling time to secure the outstanding unanage.

It is never an easy proposition getting trawlers to sea at short notice after they have been tied up for some weeks. Nor is it simple to crew vessels on the run up to Christmas.

## 'Venturer' boat sinks as sea beats pumps

SIX SCOTTISH fishermen were rescued shortly before their fishing boat sank in the North Sea off the Northumbrian coast last week.

The skipper of the Fraserburgh-based *Ocean Traveller* radioed for help after his boat sprung a leak. *Ocean Traveller*, operating in the same area, raced to her aid while an air-sea rescue helicopter from Boulmer flew out pumps and hoses from Seahouses.

The pilot, Flight-Lt Dave Cnrey, said later: "We lowered the equipment and when the crew assured us

they were in no danger we returned to base".

Shortly after the crew realised their bid to save the boat was failing.

Four crewmen jumped on to the deck of *Ocean Traveller* and the other two were picked-up after taking to a dinghy.

All six were later reported to be unhurt and returning to Fraserburgh aboard *Ocean Traveller*.

A coastguard spokesman said: "The crew thought they would be able to pump the water out, but the sea beat them and they had to abandon the vessel minutes before she went down".

## 'RED' fleet an asset

DESPITE the Danes protesting in the EEC about British vessels transshipping to East European factory trawlers, the British Government is firmly behind the operation.

"Mackerel transhipped represents exports - and that is a valuable outlet. If it is not transhipped, the mackerel might not find a human consumption outlet here," said Edward Bishop, Minister of State, MAF, in a Commons conservation debate last month. Earlier, David Mudd (Plymouth and Camboorne) had called for a tightening up on the monitoring of catches

and asked for a six-mile limit to protect local fishermen. He also felt that the 84-ton quota was too big for the market requirement.

There was nothing undercover about the operation even though it had taken the EEC by surprise, said Walter Clegg (North Fylde). Two ships from his port (Fleetwood) might be laid up if they were landing in factory ships, he pointed out. "It should have been thought that if there are sufficient mackerel supplies within the total allowable catch for this country, and the mackerel caught, and sold to the Russians or other countries, this is advantageous," added Mr. Clegg.



# Britain's top trawler sold to Canada 'It's bloody criminal'

BRITAIN'S most successful wet fish trawler has been sold to Canada. The 178ft. Hull stern trawler *Hammond Innes* - owned by *Newton Trawlers* - has set a pace of earnings over the past five years that may never again be equalled in this country by a vessel of her class.

She has been sold for an undisclosed sum to a firm based in Halifax, Nova Scotia, where she will be chartered to the Canadian government for fisheries research. Two Hull crewmen will accompany her for six months while she "beds in".

"To have to sell a ship like this is bloody criminal", Mike Burton, managing director of *Newton Trawlers*, told *Fishing News*. "The quota situation has forced us into this. There is just nowhere left to fish anymore," he added.

The ship is being converted by the *Humber Graving Dock and Engineering Co.* at Immingham after a career which saw her set four national earnings records - the highest being £39,875 for 2,821 kits at Hull.

The Beverly-built *Hammond Innes* came into commission on January 29, 1973.

She won the Hull Distant Water Challenge Shield in 1974/75 and was runner up in 1975.

She missed a lot of fishing time in 1976 while in dry-dock for repairs, but still managed to become the second-highest earning wet fish trawler of the year. She also attained the best-over-daily average in the British deep-sea fleet.

Bill Brettell took the vessel out new and remained her regular skipper, except in 1975 when he moved to C. S. Forester and Skipper Dick Taylor took over.

"Twice in 1973 she broke the national trip earnings record. She had a £38,108 grossing on her second land trip and £50,451 for her final trip of the year."

C. S. Forester grossed a record £31,776 in January 1974, but *Hammond Innes* improved on this only days later with a £64,144 trip when John L'annan was relief skipper.

*Hammond Innes* broke her own national record on February 5, 1974, with earnings of £72,216. This remained unbeaten until September 1976.

In November 1976 the local trawler *Ogri* made £78,407 at Grimsby on the day after *Hammond Innes* sailed on her first trip after long repairs.

Bill Brettell completed a Spitzbergen trip and set a new record by making £89,875 for 2,821 kits at Hull.

This record lasted just 90 minutes. *Ogri* - back in Grimsby - hit £98,540 for 2,372 kits.

With Eddie Woodbridge as relief skipper, she put up another outstanding performance on January 4, 1977. After a 20-day trip she earned £89,733 for 2,325 kits.

Since then *Hammond Innes* has made seven trips and had to go to Holland for main engine repairs. Later, she went to Tyneside for a survey.

For last landing at Hull was on December 7.

## Net wash - big fine

THE SKIPPER of a 114ft. Spanish trawler caught inside British waters with her nets improperly stowed was fined £2,000 with £200 costs, by Plymouth magistrates on Monday.

Pedro Maria Lecue, claimed he was washing nets. Skipper of *Jervaelen*, a 114ft. Spanish trawler, had pleaded guilty.

Magistrate Collins, prosecuting for the Ministry of Agriculture, Fisheries and Food, said the defence explanation was inconsistent with what was seen by Fisheries and Food, said the Mr. Collins.

The trawler, registered in northern Spain at Bilbao, is owned by a family along with two other trawlers. A fisheries protection vessel was radioed and she said that skipper Lecue had landed an inspector on the not intended to fish inside British waters. He had been fishing off Western Ireland admitted being saved mackerel and because of storms, was made British waters, but unable to wash his nets.

JAMES BRUCE (19) son of the skipper and crewman of the Peterhead's *Budding Rose*, died in a road crash last weekend.

His car was in collision with another on the Peterhead/ Fraserburgh road and his passenger, a girl aged 16, also died along with a teenage girl passenger in the other car.

Firemen had to cut through wire fencing to get to the driver's seat after the car ploughed off the road.

## Wrong owner

THE 100ft. multi-purpose stern trawler ordered for Aberdeen (*Fishing News*, December 9) is for George Wood (Aberdeen) Ltd. and not the Wood Group (Aberdeen) as stated.

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# Xmas spirit boosts tragedy fund

CHRISTMAS spirit  
shone out at Penzance,  
Cornwall, this week  
when cash flowed in  
for the *Boston Sea  
Ranger* appeal fund.

Skipper Ian Lacey, one of  
three survivors from the stern  
trawler which sank with the  
loss of five lives off Landa  
End earlier this month,  
returned to Penzance on Son-  
day and saw an appeal fund  
reach its target.

Within a week of being  
launched the local campaign  
had topped £2,000.

After an entertaining  
England v Scotland soccer  
match between fishermen,  
there was an auction of gifts.

At Lowestoft, the fund  
launched a fortnight ago by  
Nick Brighouse, chairman of  
the local district council, has  
brought in about £700 for the  
Lowestoft Fishermen's  
Widows and Orphans Fund.

"The final figure could be  
considerably higher", said  
Peter Leighton, secretary of  
both the Widows Fund and  
Lowestoft Fishing Vessel  
Owners' Association.

"A number of local firms,  
clubs and pubs have a cam-  
paign running to bring in  
further cash so it could be two  
or three months before we  
know the final figure".

Soon after the tragedy  
John Britten of the *Lock Inn*,  
Penzance, launched an appeal.

"I have never known  
anything like the co-  
operation down here at any  
fishing port in Britain", said  
Skipper Lacey. The local peo-  
ple and the fishermen from

around Britain were tremen-  
dous.

Skipper Lacey scored the  
winning goal in the match  
which *England* won 5-4.  
Later, at the auction, £200  
was paid for the football  
which is to be autographed by  
the players and kept dis-  
played at the Dock Inn.

He came to Penzance with  
*Sea Rangers* third-hand  
"Pedlar" Palmer, who gave  
up his life jacket for another  
member of the crew.

"The people down here are  
just great — I just felt I  
like to be here", said Skipper  
Lacey who is recovering from  
the shock of the disaster.

## On the rocks

THE Amble-based boat *The Marnick* ran aground on  
rocks at the north end of Coquet Island, off the  
Northumberland coast, last week.



A lifeboat and rescue  
helicopter were called out  
and one of the four-man  
crew was airlifted to  
safety. The other three  
crewmen stayed on board  
the badly holed vessel  
after the helicopter's  
crew saw they were in  
danger.

The lifeboat remained  
close by, but could not ap-  
proach because of  
shallow water. The *Marnick*  
was refloated at high tide.

## Bear Isle trips make losses

HULL opened this week  
with landings from two  
distinct water trawlers  
and one North Sea trawler,  
but their combined  
catches amounted to only  
1,489 kts.

Both trawlers were BUT  
vessels back from Bear Isle  
trips. *Ross Leonis* (Sk. D  
trips) was out for 23  
days to gross £20,789 for 231  
kts, while *Kingston Bird*  
kts, while *Overbridge* earned  
£18,708 for 621 kts after a  
26-day trip. Both must have  
lost money.

The other arrival, *Boston*  
Sea Fisheries North  
Sea seiner *Sonderborg* (Sk. G  
Jansson), made £2,321 for  
137 kts.

## 'COWBOYS SELLING DANGER'

SHELLFISH which cause  
serious food poisoning in  
being marketed in North  
Northumberland and the  
Northumbria operations.  
This was claimed when  
Berkshire District Coun-  
cil's Director of Environmen-  
tal Services, Neil Rhind,  
issued a warning that  
shellfish collected in the  
Burmouth area, north of  
Berwick, could be "a real  
consumption".

Despite a ban and warning  
notices at Lower Burmough  
and Partonhall, Mr. Rhind  
said shellfish were still being  
collected. Local wholesalers  
had been asked to co-operate  
by not accepting shellfish  
from people they did not  
know.  
"We are still not getting the  
complete ban that we want  
on the collection of shellfish in  
this area", said Mr. Rhind.

# IRISH SLAM MINIMUM PRICE PLAN

EEC PROPOSALS for  
withdrawal prices in  
1978 have drawn an  
angry reaction from  
the Irish Fish  
Producers' Organisa-  
tion.

The withdrawal prices for  
1978 as fixed by the EEC  
Commission are in no way  
related to the needs of the  
catching sector or to the costs  
involved today in catching  
fish, said a spokesman for  
the IFPO.

He went on: "Based on a 24  
year average of market prices  
in selected EEC auction cen-  
tres, the increase of 5 per cent  
on average over 1977 levels  
does not compensate at all for  
the reduction in catches arising  
from quota arrangements,  
nor for the increases in  
capital costs which within  
that time have jumped by  
no less than 50 per cent."

"It would seem that the  
demands of producers,  
through their organisations,

are not taken into account in  
the price fixing discussions.

"This, in the opinion of the  
IFPO, addresses again the  
urgent necessity for the for-  
mation of a strong European  
federation of POs to counter  
the obvious pressure from  
other sectors for the  
maintenance of low fish  
prices."

"The necessity for the ex-

istence of a viable processing  
and marketing sector — and  
for the continued and if possi-  
ble growing demand from the  
consumer — cannot and must  
not be achieved through  
cheap imports from third  
countries under an inefficient  
reference price system, or at  
the expense of a catching sec-  
tor dying from financial  
strangulation".

## Skipper James Harper

FLEETWOOD skipper,  
James Harper, has died  
aged 73.

He moved from Lowestoft  
to Fleetwood in the 1920s and  
joined his skipper's ticket.  
During the Second World  
War he served as lieutenant-  
commander in Naval patrol  
vessels.

Much of his career was spent  
in command under the flag of  
the firm Merchants (Fleet-  
wood) Ltd.

## OBITUARY

Much of his career was spent  
in command under the flag of  
the firm Merchants (Fleet-  
wood) Ltd.

## SUCCESS IN 1978 for

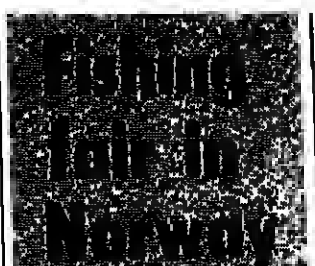
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Braeside: Bruno: Carlisle: Calmsmore: Celtic Mor:  
Crusader: Crustacean: Crystal Lake: Crystal Palece:  
Dew-genan-ny: Effident: Elizabeth Caroline: Excel:  
Foe des Legendes: Flamingo: Galliean: Girl Pat:  
Gorah Lass: Haringvliet: Independant: Inapira: Jan  
Maerlen: J.B.: Johanne Regine: K.M.B.: La Squala:  
L.B.P.: Le Papillon: Lia-G: Maggie Marie: Mez Crez:  
New Dawn: Paravera: Peacado: Pescoco II: Prevall:  
Real Madrid: Rose of Sharon: Sara Lena: Silver Sprey:  
Spenen Mor: Superb: Tenaious: Valkerry:  
Wilhelmina Maria: William Harvey: Yvatte: & others.

— equipped by —  
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through and through to any thickness.  
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• Complete sets Oak frames bevel sawn to your patterns.  
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NOR-FISHING, the  
Norwegian International  
fishing fair, is to be held  
again next year. The  
show will be in Oslo from  
November 20 to 28.

Nor-Fishing had an uncer-  
tain future. It started as a  
local fishing fair at Bergen in  
1961 and grew in size and  
concept.

A committee was set up to  
consider the future of the fair,  
which some fishermen and  
others felt had outgrown its  
original concept.

It looked like the two-  
yearly event was going to be  
put off until 1980 until this  
decision was made. Now, full  
responsibility for running the  
fair has been handed over to  
the Norwegian Fair Organisa-  
tion.

## Don's second

THE SECOND of three 75 ft.  
steel seiner/pair trawlers  
ordered from Campbelltown  
Shipyards by the Don Fishing  
Co., a subsidiary of  
Aberdeen's John Wood  
Group, has been launched.  
She is named *Merckwood*.

# 'Thatcher is well briefed'—SFF

JRT-SETTING representatives of the Scottish  
Fishermen's Federation continued their heavy lobby-  
ing programme last week by visiting the European  
parliament in Strasbourg during the fisheries debate.

Before leaving London added that a quota system  
Gilbert Buchanan, David  
Aitchinson and Gavin Cargill  
had a meeting with Tory  
Minister, Mrs. Margaret  
Thatcher, to outline their  
fears about the present state  
of the industry.

David Aitchinson com-  
mented: "Mrs. Thatcher had  
obviously been very well  
briefed and displayed a good  
working knowledge of our  
problems."

"We were told of a meeting  
she had with Mr. Gundelach  
(EEC Fisheries Commis-  
sioner) the previous week  
which reaffirmed our fears on  
the Commission's desire to  
settle on a quota share basis  
without dominant preference  
or exclusive management  
hands."

"Mrs. Thatcher assured us  
that she would support John  
Silkin (the fisheries minister)  
whilst he remained on his  
present course, but further  
affirmed her acceptance of  
the principle of coastal state  
management control being  
the best method of conser-  
vation."

Mrs. Thatcher made the  
point that, of all issues we  
were fighting in EEC, fishing  
was the strongest cause. She

## Progress

In addition the delegation  
had a meeting with Mr.  
Gundelach, who told them  
that he expected a large  
measure of progress in the  
coming weeks and felt that  
they were well on the way to  
achieving a solution.

Mr. Gundelach said that,  
although he did not expect a  
complete settlement on  
January 18, he thought that  
many of the technical points  
would be agreed to.

The delegation pushed the  
need for an upwards revision  
in the quota share-out as well  
as reaffirmed their arguments  
of coastal management con-  
trol.

# JUMBO'S TOP MAN TROPHY

ONE OF Lowestoft's best  
known trawler skippers,  
Ernest Jumbo, has invited  
the late Ernest Jumbo  
Flake, is to have a  
perpetual memorial in his  
home port.  
His widow has given a  
silver salver to be award-  
ed to the man chosen as  
Lowestoft's Fisherman of  
the Year.  
The Lowestoft Fishing this week

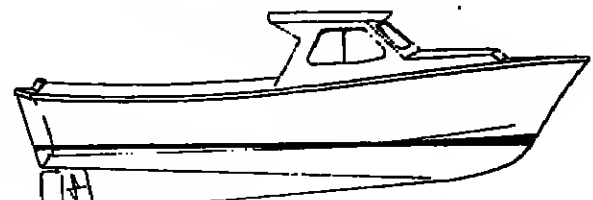
# LOCHIN MARINE

ROCK CHANNEL  
RYE SUSSEX  
Telephone Rye 3724

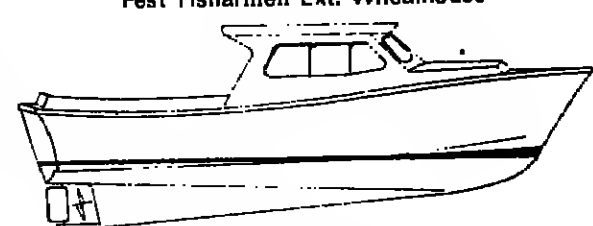
Moulded in GRP under ideal conditions to  
exacting standards, the Lochin "33" hull  
and superstructures are truly versatile.

ALL VERSIONS 33ft. x 11ft. 9in. x 3ft. 9in.  
LLOYDS - DET NORSKE VERITAS  
AND W.F.A. APPROVED

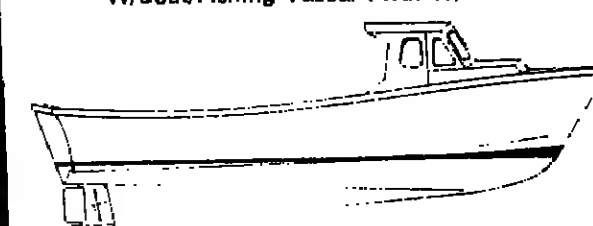
Fast Fisherman/Cherter Angler



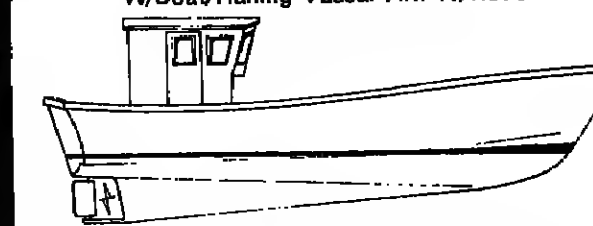
Fast Fishermen Ext. Wheelhouse



W/Boat/Fishing Vessel Fwd. W/House



W/Boat/Fishing Vessel Aft. W/House



Designer: Robert Tucker, A.R.I.N.A.

(Please state which version interests you and whether  
you require details of part fitting out or a completed  
vessel).

## FAST — STABLE — SEAWORTHY

The choice of professionals who know the  
sea and demand the best.

Aft Wheelhouse fishing vessel will be  
available for demonstrations to interested  
purchasers during London Boat Show  
period at Cadogan Pier, Nr. Albert Bridge,  
Chelsea.

MORRIS  
2 Ton  
Trawl  
Winch

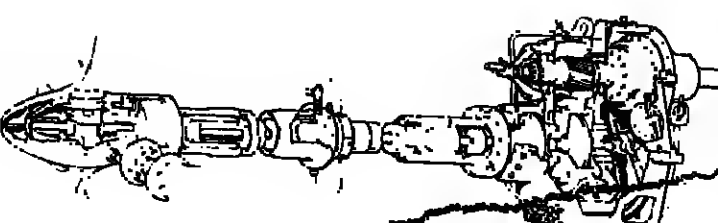


Hydraulic or belt drive. Standard drum capacity 120  
fathoms of 1-1/2 in. wire. Larger capacity drums made to order.  
Suitable for boats 25ft. upwards.

Details from **LESLIE G. MORRIS**  
40 CENTRAL AVENUE, TELSCOMBE CLIFFS, SUSSEX.  
Tel. Day Neveham 9466 Evenings Penzance 4601

## A tidy sum! —

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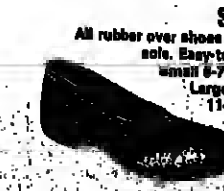


Sole UK Agents for Tenfjord and Sperre

## PROTECTION FROM HEAD TO TOE

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Heavy weight,  
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Warm and  
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Shirred elastic  
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Navy blue only.

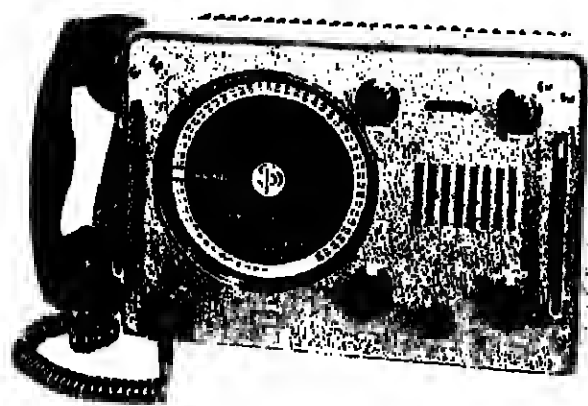


STRETCH

All rubber over shoes with the new grip  
sole. Easy-to-fit — 4 sizes only.  
Sizes 6-11; Extra Large  
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19-21; Plus Size  
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### SAILOR 55 CHANNEL VHF

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ANY DECCA DEPOT

## Lay-out to suit GRP hull

"WE WANT TO buy a 32 ft. glass fibre hull, have it delivered to the boatyard here and fit it out for potting with the proprietor's help."

"Please send any ideas about suitable lay-out for a boat of this size."

"The method used to complete a standard Cygnus 32 with wheelhouse aft would suit your hull."

Below decks a standard Cygnus 32 has a chain locker forward, followed by a large fish hold, engine space and space for stores aft.

Above the store space is a wheelhouse large enough to accommodate not only all your navigating and electronic equipment but also a seat/locker or cooking/heating stove.

A wizen mast is stepped immediately abaft the wheelhouse and a main mast a little forward of a hatch leading to the fishroom. The wizen is designed to take a small steady wind and the main mast to be fitted with a derrick.

Navigating and fishing lights can be mounted on the main mast and serials between the two masts.

One desirable feature of a Cygnus 32 is that the hull has rising sheer forward, meaning bulwark height forward is 2 ft. 6 in. in a standard version.

Haulers, installed in the Cygnus 32 when completed and fitted out principally for potting, depend on owners' preferences. Nowadays, most opt for hydraulic haulers with controls and secondary steering wheel installed close by.

Some have hauling head, controls and steering wheel incorporated in a console

Three-in-one console — it includes hauling head, controls and steering wheel.

such as the unit in J. Taylor's crabber *Margaret Anne Ashfield* (see photo).

Others have a davit with an open-sided block, fitted to facilitate bringing pots inboard.

Several owners use their derrick for the same purpose, which you could do too, if you follow the Cygnus method of completion.

## More coble builders

ON SEPTEMBER 30 I said that either J. and J. Harrison of Amble or Scarborough Marine Engineers of Sandale, Scarborough, do build 26-30ft. wooden cobbles.

I know there are several more concerns on the Yorkshire coast, which to some extent in these boats

## John Burgess' Log



Among them are J. N. Lowther & Co. (Whitby) Ltd., Spital Bridge, Whitby; C. A. Goodell, Boat Yard, Sandale, Whitby; William Clarkson Ltd., Dock End, Whitby; Bridlington Boat-building Co., Bessingby Industrial Estate, Bridlington; and Lock Marine Services Ltd., Beckside North, Beavaley, North Humberside. I am grateful to Mr. P. L. Arro of Stoneferry, Hull, for this information.

## New books on gear...

AMONG recent publications of interest to owners and operators of fishing vessels has appeared a second edition of John Garner's *Modern Deep Sea Trawling Gear*.

Revised to include more recent developments since it was first published ten years ago, the book also contains more information about mid-water trawls.

It covers the empirical development of trawl gear, design and development of trawl nets, conventional trawl net assembly and rigging practice, and design and efficiency of otter boards.

Also included is developing gear for stern trawlers, general notes on operational procedures and assemblies, popular medium class trawling gear, and appendices on such matters as gear used by Aberdeen trawlers and predictions on future developments.

It contains over 40 large and clear illustrations within the book's 84 pages.

The book should appeal especially to trawler operators in the North Atlantic and other deep-sea areas.

It is obtainable from Fishing News Books Ltd., 1 Long Garden Walk, Farnham, Surrey — price £8.25.

Those interested in gear in all sizes of fishing vessels will find Bridport-Gundry's new catalogue almost as enlightening as John Garner's book.

Although it does not list the deep-sea and mid-water trawls and seine nets made by the firm's associates companies in Scotland and Ireland, it contains details of those stocked for use in near

and inshore waters, and many other nets.

Particulars of its Kamhrin, Wessex and beam trawls are included and also details of the gill, trammel, rny, drift, drag, lyke, hench seine, shrimp and prawn nets supplied by the company.

Also included are details of its sheet, pot and creel netting, longlines, ropes and twines, floats, fish baskets, and protective clothing.

Catalogues are obtainable, free, from Bridport-Gundry Ltd., Bridport, Dorset, or its branches in Lowestoft, Whitby, Aberdeen, or Killybegs.

Of general interest to UK fishing vessels is a booklet compiled by R. W. Blucker assisted by the MAF Fisheries Laboratory staff at Lowestoft and Burnham-on-Crouch. Called *Fishing Prospects 1977-1978*, it is published by the MAF Directorate of Fisheries Research, Lowestoft.

Its title is misleading since the present lack of an agreed EEC Common Fisheries Policy makes predictions impossible. Nevertheless it contains valuable information, including the levels of catch of various species during the last year or two, descriptions of the present state of stocks and recommendations of various working groups of scientists about levels of Total Allowable Catch for 1977 and 1978.

Those fishing for mackerel and who may also be frustrated by quota impositions might find Laboratory leaflet No. 38 on horse mackerel of interest. Also published by the Directorate of Fisheries Research, it was reviewed in *Fishing News* on November 25.

It is obtainable from the Ministry of Agriculture, Fisheries and Food (Publications), Tolcarne Drive, Pinner, Middlesex. There is also a complete list of Directorate of Fisheries Research publications currently available.

If you want to form a co-operative society or increase the activities of one, an account of the development of the Fishermen's Mutual Association at Pittenweem should interest you.

It is printed in the latest Newsletter (No. 13) published by the Scottish Federation of Fishermen's Co-operatives Ltd., based at 18 Claremont Crescent, Edinburgh.

Pittenweem fishermen formed a society many years ago to buy gear, chandlery, oil, etc. at bulk prices, and thus save money. It has flourished and has recently modernised its sales premises.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them. If you are unable to contact him, please write to the editor.

## 'Sounding' for paper?

"I RECENTLY bought a boat with a Ferrograph G 500 fitted in the wheelhouse."

"We have used up all our recorder paper and wonder where we can buy another roll."

Spure rolls of paper for Ferrograph G 500 as well as G 180 and G 240 sounders are available from Elliott Instruments Ltd., Station Industrial Estate, South Woodham Ferrers, Chelmsford, Essex.

Elliott Instruments supply spares and also service and overhaul sounders.

## Protecting timbers

"I AM NOW stripping the insulating material out of the fishroom in my 8ft. MFV. This includes supporting battens and wood lining, both of which are rotten."

"The oak frames and pine planks behind the insulation are in very good condition and I would like to treat them with some preservative to ensure that they remain so before replacing the insulation."

"Can you suggest a suitable composition to use?"

"I should think that green or clear Cuprinol would be as effective as any composition for your purpose. But I should check with the manufacturer — Cuprinol Ltd., Addersley, Frome, Somerset — first. They may have a superior product."

# BOAT CASH SCARE

FISHERMEN and boatbuilders are becoming alarmed following rumours that boat owners will have to find 75 per cent of the cost of a new boat.

Douglas Henderson, SNP MP for East Aberdeenshire, reported the rumours to a Commons committee considering orders extending the fishing boat subsidy schemes for a further year.

He passed home his point in private conversation afterwards with Ted Bishop, Minister of State for Agriculture and Fisheries, and extracted a promise from

him to look into the rumours. Mr. Henderson was astounded and made suspicious by the speed of ministerial reply. Within hours he had a letter from Mr. Bishop denying the rumours, but saying that the whole policy of boatbuilding assistance would have to be reassessed in the light of EEC policy.

The letter also showed a projected expenditure cut on fishing boat loans next year from £3,250,000 to £3,000,000.

Mr. Henderson said in committee that the indications he was getting were that the amount available as loans from the WFA and HIB was decreasing.

"There are rumours that there is a possibility that no loans at all may be available during the coming year, although the authorities will continue to give grants."

Mr. Henderson said the practice had been to give grants of 25 per cent and loans of 50 per cent, the maximum in each case, leaving the new owner to find one-quarter of the cost. He wanted to know whether funds would be adequate to continue that policy, especially as a constituent had received a letter from the WFA declining to help.



## NAVY STOPS EXPLOSION

SIX CREW members abandoned their fishing boat when fire broke out in a cabin and threatened to spread to gas bottles and fuel tanks.

Navy fire-fighters worked for over two hours to save the Scarborough-based *Rhonda*, 16 miles off Amble, on the

Northumberland coast. The men leapt aboard the seine netter *Shepherd Lad*, also based at Fraserburgh, working along the coast.

HMS *Shetland*, an oil rig protection vessel, spotted the blaze two miles away and went to assist. "The boat is virtually a write-off," said Lt-Commander Paddy McKnight.

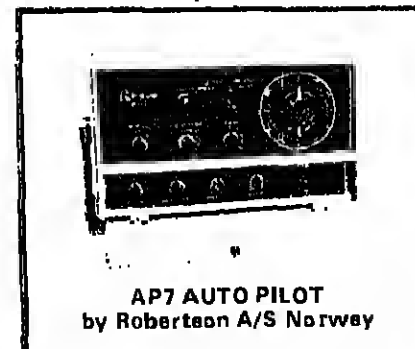
Skipper David Tait of *Shepherd Lad* said the boat was on fire when he saw the flames. "The whole lot could have gone up. I still don't know how she didn't explode," said Skipper Tait, who added that the sailors kept their heads.

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## Fleetwood on the floor

FLEETWOOD hit rock bottom last week with a total of only eight vessels landing.

To add to the port's problems many of these ships had only small catches because of bad weather and indifferent fishing on the middle-water grounds.

The stern trawler *Gavina* came out top when she landed 338 kits, including 50 of cod, 20 of plaice, 220 of haddock, 50 of whiting, 20 of coley, 25 of roker and 40 of dogs, for a grossing of £16,021.

The side trawler *Wyre* *Conqueror* had one of the most successful trips of the week. Commanded by Skipper Bill Spoonpoint, she returned after only 14 days with 652 kits which sold for £14,007.

The vessel's smaller sister-ship — *Wyre Revenge* — also did well with 496 kits. Her 30 of cod, 225 of haddock, 30 of whiting, 35 of coley, 16 of roker and 115 of dogs, sold for £12,056.

### Pair trip

The port's near water trawler *Andrew Wilson* (Sk. Richard Ferrer) overcame bad weather to return with 384 kits (35 of cod, 60 of haddock, 30 of whiting, 25 of coley, 20 of roker and 120 of dogs).

A difficult period for the port's pairs continued when the J. Marr and Son stern trawlers *Norina* and *Idena*

returned from a voyage hit by bad weather. *Norina* (Sk. Bill Reader) landed 387 kits for a grossing of £13,044, while *Idena* (Sk. Gordon Wignall) made £10,562 from 301 kits.

The vessels, although not landing big quantities, were the main suppliers of cod during the week.

BUT'S *Ross Ramillas* brought home the last exclusive Bear Island trip of 1977.

## ANOTHER LOW AT GRIMSBY

DISTANT water landings also hit a new low at Grimsby last week when only BUT'S *Ross Ramillas* (Sk. Ray Pepper) upheld the interests of the local fleet.

It was an inauspicious trip for the one-time steamer bringing home the last exclusively Bear Island trip of 1977.

After a king 26-day voyage in Arctic winter conditions, *Ross Ramillas* turned out only 717 kits (over 650 of codstuffs) to gross a mere £23,974 — an amount which landed her well and truly in debt for the trip.

Some of these losses were more than recouped by BUT which had another outstanding week on the near and middle water trips.

Skipper Ronnie Reeves in the 130-footer *Ross Zebra* really hit the jackpot at the beginning of the week with £30,718 from a staggering 1,281 kits after a 17-day Western trip.

With large haddocks fetching up to £44 per 10-stone kit, *Ross Zebra* made the most of a huge 830-kit haul in her overall turnout.

It was the first time at the Humber port that a middle water trip topped the weekly earnings, although the competition has never been weaker from the distant water fleet.

There were also some fine performances by other BUT middle water ships and Denis Speck in *Ross Jaguar* bagged BUT's best North Sea trip with £19,994 from 623 kits.

H. L. Taylor's wretched recent luck picked-up and the firm had a much improved week. Top earner was *Ogano* (Sk. Bob Penketh) with £16,744 from 574 kits, mainly cod and haddock, while *Sando* (Sk. Bill Hodson) picked up £15,193 from 565 kits (including 143 of coley) from a beautifully mixed trip.

There was a change of luck, too, for *Boston Phantom* (Sk. Derek Brown) after numerous setbacks she really came good. Following a 15-day North Sea trip she grossed the week's best in the auction with £22,024 from a catch including over 400 kits of quality haddock.

Of the foreigners landing at Grimsby, pride of place went to the nearly new *Paros* *Sudrigur*, brought into the report by agents Danbrit (Fish Salesman) Ltd.

Skipper Mortar

### Sailing orders

AN ORDER to exclude boats from the German Democratic Republic and Poland from fishing inside British limits has been approved before Parliament.

The order is under the Fishery Limits Act 1973 and will effect recent decisions made by the EEC Council of Ministers.

Amendments to the order requiring fishing vessels registered in certain foreign countries to have a licence to fish in UK waters have also been made.

### Engine firms second order

SKIPPER Erik Nielsen of the seiner *Well Bank* has ordered a Seanie DS1-11 to re-engine his vessel.

His decision follows the successful installation of the same model in the Grimsby seiner *Coirelach*.

This is a certainty to really open the door for Seanie, the Swedish-owned company, at Grimsby.

The breakthrough with *Coirelach* and *Well Bank* is creating interest among owners considering re-engineing.

O. & N. Engineering Ltd. has secured the main contract for *Well Bank*.

## fish handling PROCESSING AND MARKETING

# SMALL FISH FIRMS IN TROUBLE

SMALL WHITE fish processing factories are reeling from the effects of government conservation measures. Cut-backs in supplies are leading to a big unemployment problem — especially in the north-east of Scotland — and a call has been made for the government to provide temporary financial aid. Speaking in a conservation debate in the House of Commons last month Allick Buchanan-Smith (Con. Angus, North and Mearns) said that, with aid being given to big herring processors, the government should now be considering the plight of white fish factories.

While there are temporary employment subsidies for firms making ten or more people redundant, Mr. Buchanan-Smith pointed out that there were many small firms affected by the conservation measures which employed fewer than ten people.

"They will not, therefore, qualify for the wide range of temporary assistance", he said.

Mr. Buchanan-Smith emphasised the word "temporary" because he hoped that, as a result of the conservation measures, there would eventually be an increase in fish supplies.

### Piecemeal

Government aid for herring processors had come about as a result of an approach by the Herring Buyers' Association. "It is wrong for this piecemeal situation to happen to have the industry collapse about us piecemeal if something is not done about it", said Douglas Henderson (Scot. Nat. Aberdeenshire East).

"However, I believe that there is an onus, too, on the Herring Buyers' Association and on the other associations within the industry to put specific proposals to government. I do not think they should be sitting back and saying 'Why cannot the government help us, why cannot they do something?'"

On the two basic issues of allocation and supply of fish and prices, Mr. Henderson said he hoped that some kind of interim scheme could be worked out to tide the industry over until the CFP has been agreed.

For the government, Edward Bishop, Minister of State, MAF, said that an outline of a scheme put by the Herring Buyers' Association is now being examined urgently.

The question of subsidy for small firms, also put by the HBA, is being considered, said Mr. Bishop.

Talking to *Fishing News* this week, Mr. Buchanan-Smith said: "So far it has been herring and the names of the big processing firms which have been in the news. But the problem is now hitting on these processing white fish and on the smaller firms."

"One example, the Aberdeen Fish Curriers' and Merchants' Association, has been making strong representations to the government. In Aberdeen alone there are 154 firms employing under ten people and 59 with between 11 and 30 employees. Only six firms in the area have more than 100 people."

"Their case deserves consideration. Otherwise, if the big herring processors alone qualify for help, there will be unfair competition in an industry which is highly competitive anyway."

"In the first place, in relation to the temporary employment subsidy, a firm has got to be threatening to dismiss at least ten workers before it can qualify for assistance. But many small firms do not employ that number and only two or three jobs in a particular firm may be at risk: accordingly, there is no qualification for temporary subsidy. But because of the large number of firms involved, these two and three all add up."

### Cold store's opening day

AN OPENING ceremony to mark Salveus's first overseas cold store — at Boulogne, France — will be held on January 19.

The day's events will begin with a reception at the Boulogne Casino. From there guests will be driven to the site for the official ceremony — the store has been operating for the last few weeks.

Jean Wahl, chief civil servant to the Minister for Food Industries in France, will open the store to the strains of the British national pipe band.

Turn to page 11.

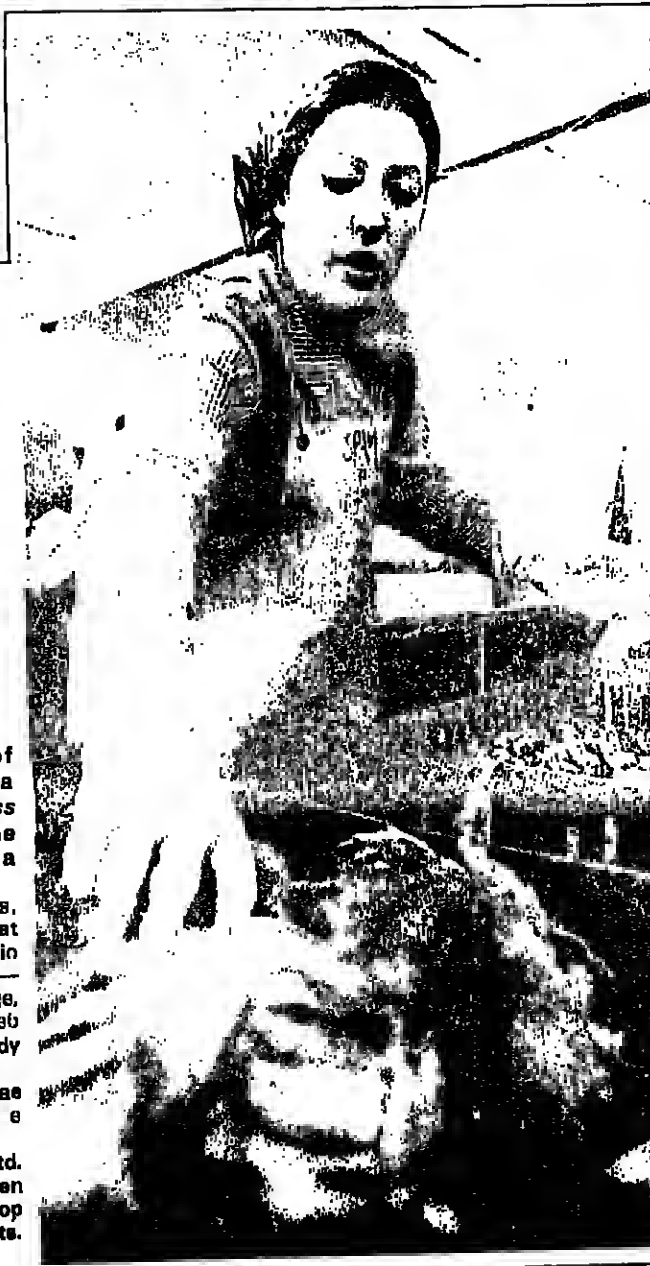
## Fastest crab picker in the west...

PAMELA MITCHELL of Plymouth (right) could be going into the Guinness Book of Records as the fastest crab picker in the west.

Tamar Fish Processors, where she works, claims that she is the fastest crab picker in the country. Her record — claws off, remove ends of legs, remove the legs, break crab in half and dismantle the body — all in 13 seconds.

This way she can handle as much as 1,500 lb. of crabs a day.

Tamar Fish Processors Ltd. is supplying crabs to seven countries as well as many top London hotels and restaurants. See page 18.



## We can't keep up with road — railmen

BRITISH RAIL (Scotland) wants a commitment from the fishing industry so that it can put on refrigerated wagons to carry fish south from Scotland.

Ray Harris, chief freight manager of the Scottish Region of British Rail, said this in evidence to the committee of MPs inquiring into the industry.

He added that BR, as a business, should be able to demonstrate that it was an ongoing economic proposition.

British Rail witnesses were closely questioned about the possibility of getting freight off narrow Scottish highland roads from Mallaig on to the railway.

Leslie Sonne, general manager of Scottish Region BR, said that he knew of no request from Malling fish merchants for refrigerated fish wagons to be provided and Mr. Harris agreed.

It all came back to the question of a commercial proposition, said Mr. Sonne. They could not at present match the Dutch lorries which load and drive through the night to reach the Netherlands within 48 hours.

He agreed with Robin Maxwell-Hyslop (Con. Tiverton) that wagons could be taken from Mallaig to Port William and on to the Channel ports, but the transit time would be slower than lorries.

BR would need a regular flow of traffic to justify a special train.

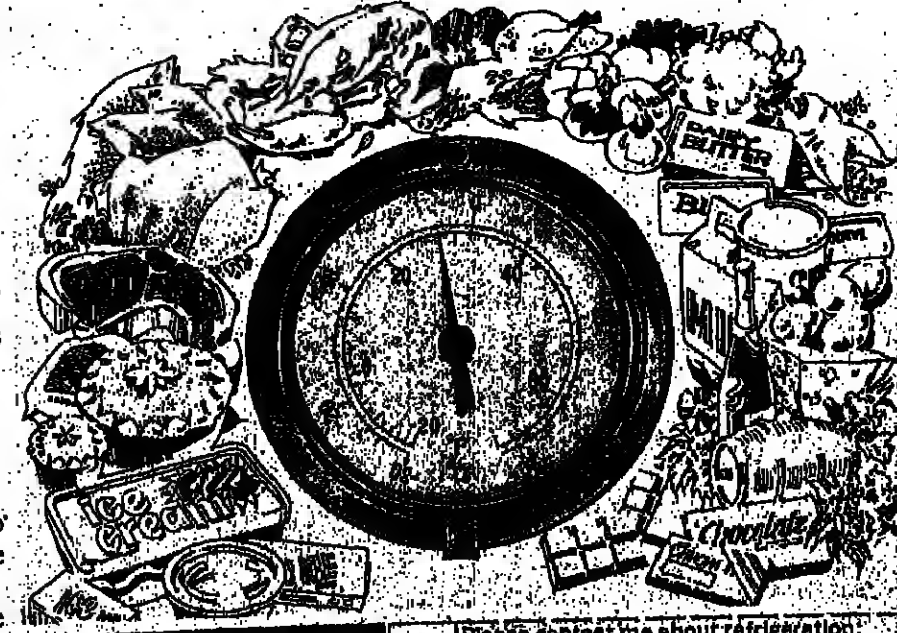
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## FISH HANDLING, processing and marketing

# Fishermen take a share in new block factory

A £250,000 fish processing factory just opened at Symbister, on the Shetland island of Whalsay, has more than 20 fishermen as shareholders.

"There is a better understanding between factory and fisherman as they are keen to support their own venture," said John Tait, the founder of Whalsay Fish Processors Ltd.

The factory, the biggest single employer on the island, solves most of Whalsay's unemployment problem. At present 60 people are employed, many of them being the wives and relatives of the shareholding fishermen.

The idea of a processing plant on the island was put into action six years ago by Mr. Tait, a former school teacher. During that time the factory was "the old fish house" at Symbister—a curing shed. Fish was filleted there and then taken by lorry to an old school at nearby Brough which had been converted to handle packing and freezing.

It was realised that, for maximum efficiency, a new plant was needed and a building firm was called in. Building work began at the

beginning of this year and the factory opened in October.

The building is 48 metres long, 20 metres wide and has a 160-ton cold store. Maximum fish cutting capacity is 400 six-stone boxes per day.

### Machines

The plant employs 20 filleters and is equipped with a Moba grading machine, five Baader 48 skimmers, one Trio skinner, Baader 181 filleter and 694 bone separator, plus three Jackstone-Froster freezers.

The factory produces laminated blocks of haddock, whiting and cod for processing, also individual packs for sale direct to the household.

Most of the fish landed at Whalsay is now being processed at the new plant even though it would sometimes be more profitable to ship fish south unprocessed for resale.

Fish is sent to the United States and the rest to the UK. Mr. Tait hopes production will be stepped-up if a regional limit is agreed for Shetland with the EEC.

Below: the new Whalsay fish processing factory seen from the sea. It has been built next to Whalsay harbour.

Right: most of the white fish landed at Whalsay is now processed in John Tait's plant. Over 20 fishermen have shares.



## FISH HANDLING

# Sprat minimum 'too high'



SPRATS are being sold in Southern Ireland at about £8 a cran but UK fishermen are demanding £12 and over. This difference in prices is claimed to be stopping buyers trading.

Mr. O.W.S. Dyson, secretary of the Herring Buyers' Association, claimed that POs were asking too high a minimum price for sprats. The POs are insisting on a minimum price that was not a minimum price at all.

"If you put the minimum too high then buyers will lose interest and go elsewhere. I have already heard of people going across to Ireland for example," said Mr. Dyson.

The situation was that fish meal factories were full-up, yet there were buyers willing to take sprats for export and canneries who are not willing to start at a minimum of £12.

Mr. Dyson said that he couldn't see why the minimum for human consumption should be so much higher than last year's figure of £10.

He was sure that buyers would be happy with an £11 minimum—but £12 was out of their reach.

The traditional Moray Firth fishery is producing a mixed catch and buyers could not take a chance on £12 a cran if a fair percentage was going to go for fish meal.

"The matter had been taken up with the Scottish Fishermen's Organisation and Mr. Dyson had been told the SFO would talk it over with its parent committees.

Donald Loudan, chief executive of the Anglo-Scottish Fish Producers' Organisation, defended the decision to fix a minimum human consumption price of £12.86 a cran.

Lending for human consumption requires a lot more handling than for meal supplies, so there had to be an economic return for fishermen.

The Anglo-Scottish

minimum for human consumption was £10.60 last year and, it is understood, the SFO was operating a minimum human consumption price of £12 but was going to review it.

The Anglo-Scottish PO has had to restrict its sprat quota because of problems at fish meal factories.

The Hull plant was taking only a limited quantity. North Shields was not working and the new £4m. reduction plant at Abardeen (Fish Handling, page 12) is not yet fully operational.

### In trouble

from page nine

processors use machinery: machinery is used also by white fish processors and by small firms.

"It has to be remembered that many of the large firms obtained investment grants when they installed their machines because the greater part of their operations were regarded as processing.

"The same grants were denied to smaller firms because processing was a minority part of their business. So the small firm could have started with a disadvantage anyway.

Representations have been made to government and this has been raised in the House of Commons. In due course, it is hoped, a question will be asked in the House of Commons. What is needed is for any change in temporary measures for white fish as well as herring and the large firm as well as the small firm. Equally, it is hoped that the regulations introduced by Mr. Buchanan will be

## Petition against Whitby merchant

A PETITION has been raised in Whitby objecting to a proposed wholesale fish business in Silver Street.

Permission for the use of a warehouse at No. 28 as premises for a wholesale fish business—including fish filleting—was granted to Mr. D. Crooks at a recent meeting of the Borough Development Control Committee.

The petition has about 80 signatures and the objectors

have taken up their case with Leon Brittan, Con. MP for Cleveland, and Whitby Borough and Town councillors.

The petitioners say a traffic hazard will be created and there will be the smell of fish blowing over them and into their homes when windows are open.

There will be an attraction of vermin and blow flies and a serious problem for the drainage system say the petitioners.

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**HARTLAND:** The outer of this jacket is in waterproofed practically indestructible nylon and is resistant to sharp surfaces, and is available in navy-blue, yellow, olive-green or red at £18.00.

**GIFFARD:** The outer here is of waterproofed 4oz nylon and comes in navy-blue or olive-green at £18.50.

**TROUSERS:** To match the jackets can be made to order, with or without lining. Both of the above jackets are available with a heavier lining for extra warmth. 'Velcro' sealed pouch pockets for more room, and are marketed as the CROYDE at £19.70, and the LYNTON at £18.10. Prices are inclusive of postage, packing and VAT. Please state chest measurement when ordering.

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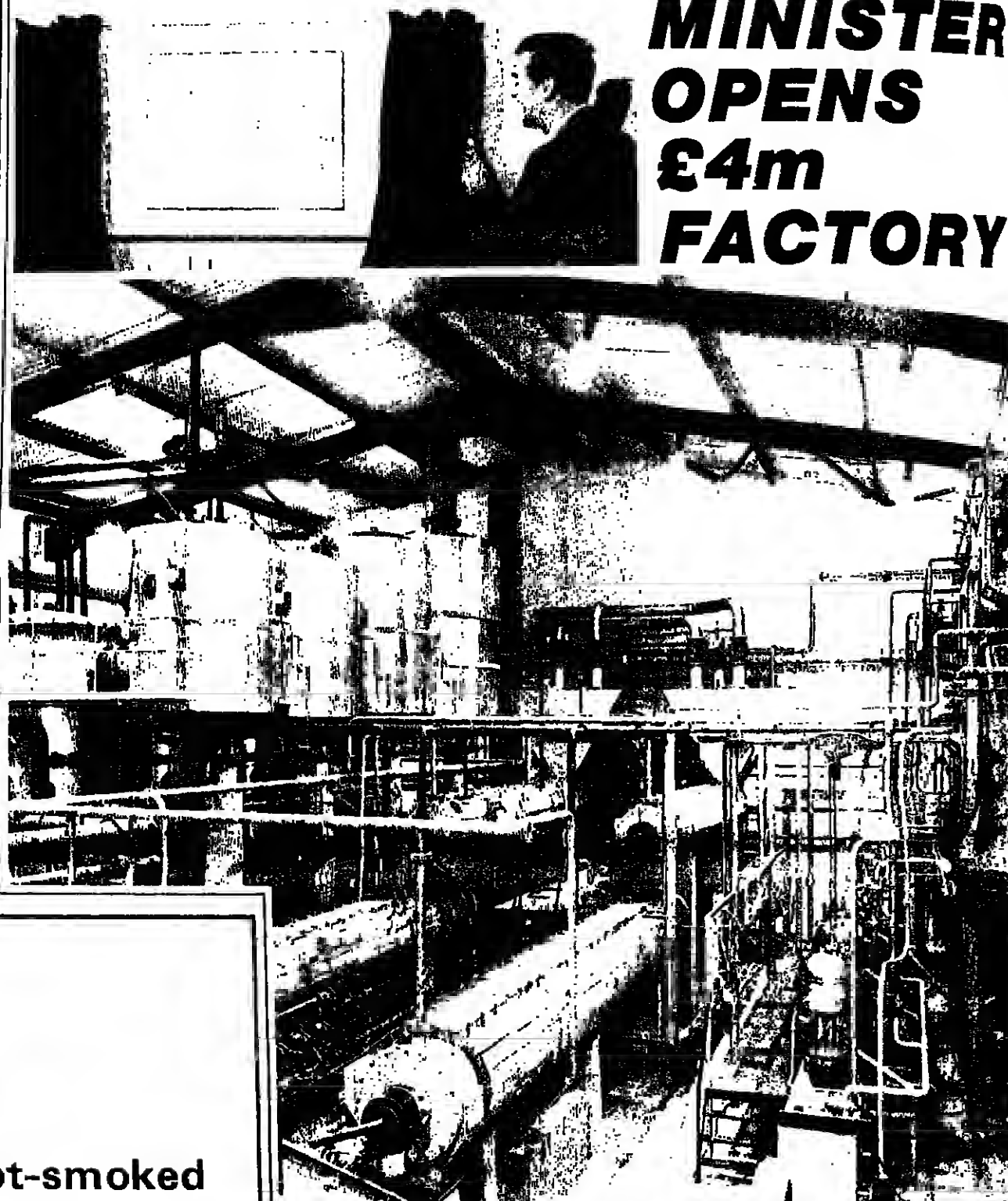
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Top: Hugh Brown, Under Secretary of State at the Scottish Office, unveils a plaque to officially open the factory. Above: the plant which can produce 200 tonnes of fish meal a day.

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## Inquiry MPs visit Shetlands

THREE MPs on the House of Commons sub-committee inquiring into the fishing industry visited Shetland fish processing factories at Walsay, Scalloway and Bursay late this month. Shetland Islands Council has been pressing for some time for members of the committee to visit Shetland, but they had been unable to do so because of pressure of work. At the end of their visit Mr. W. E. Garrett, Labour member for Wallsend, said:

"We have gained a tremendous amount of valuable knowledge during our all-too-brief visit to Shetland." The sub-committee heard evidence from fish processors and from former skipper, George Hunter, now manager of Shetland Fishermen's Association. They also interviewed islands councillors and Jack Burgess, the council's director of research and development.

The MPs were told by Mr. Hunter that fish is the only raw product Shetland has and Shetland waters are probably the most prolific in the North Sea. He did not think international agreement would ever be reached as the over-fishing was only a local problem, he said. "Time is not on our side," he told the MPs. "Unless a conservation policy is observed he thought the fish was lost. Shetland fishermen wanted a regional policy of a 50-mile limit, where they would have a say in their destiny."

## Lobster 'dumping'—advice on action

IF BRITISH fishermen think Canadian live lobsters are being dumped at prices which are causing them injury they should get in touch with Department of Trade officials, suggested Michael Meacher, Under Secretary for Trade, in the Commons earlier this month. "They could provide advice on presenting a case for anti-dumping action to be taken," he said. Mr. Meacher was speaking in the Commons when he said:

"I have been told that Canadian live lobsters are being dumped at prices which are causing them injury. I am sure that British fishermen would be very keen to know what action they could take. I am sure that the Department of Trade would be able to provide them with the necessary advice."

FISH HANDLING, processing and marketing

# modern fish meal plant

"FISH MEAL can make a contribution to the economy and is an important source of protein for agriculture," said Hugh Brown MP, Under Secretary of State at the Scottish Office, when he opened Europe's most modern fish meal plant in Aberdeen early this month. Built at a cost of almost £4 million, the plant can handle 1,000 tonnes of fish a day and is owned by the Caledonian Fish Meal Co. (Aberdeen) Ltd., part of RHM Agriculture.

It has a production capacity of some 200 tonnes of meal a day and replaces two existing plants at Aberdeen.

RHM Agriculture's production director, Mr. J. J. Felt, said: "The factory has been designed to conform not only to the regulations laid down in the Public Health (Scotland) Act, and local bye laws, but also to take into account the proposed Protein Processing Order."

"In design and layout it is, therefore, several years ahead of present day standards."

A special vapour treatment system is incorporated into the plant following a programme of research into odour suppression by the firm in co-operation with the Torry Research Station, the government's Warren Springs Laboratory and Robey boiler-makers of Lincoln.

George B. Coutts, managing director of Caledonian, said: "About £800,000 of the total cost of the factory is directly related to odour abatement and effluent treatment."

The process from the reception of raw materials to the packing and storing of the finished product is subjected to odour control and is entirely enclosed.

Raw material is taken to the plant in sealed trucks for discharge into hoppers in an enclosed reception bay.

Air from the reception bay is vented to the atmosphere through an activated carbon bed, so that smells from the raw materials do not escape.

The raw materials are then pumped along pipes into storage silos, from where they are then pumped on to the processing lines.

All air from the storage silos, and the vapours from the processing machines, are extracted to the vapour treatment system in which they are scrubbed by seawater pumped from the dock to the factory and returned to the sea.

After scrubbing, the vapours are incinerated in the combustion chambers of the Robey boilers. The vapours can be treated by a chemical scrubber if better demand is low.

Air from the meal packing area and storage warehouse also passes through carbon filters reaching the atmosphere.

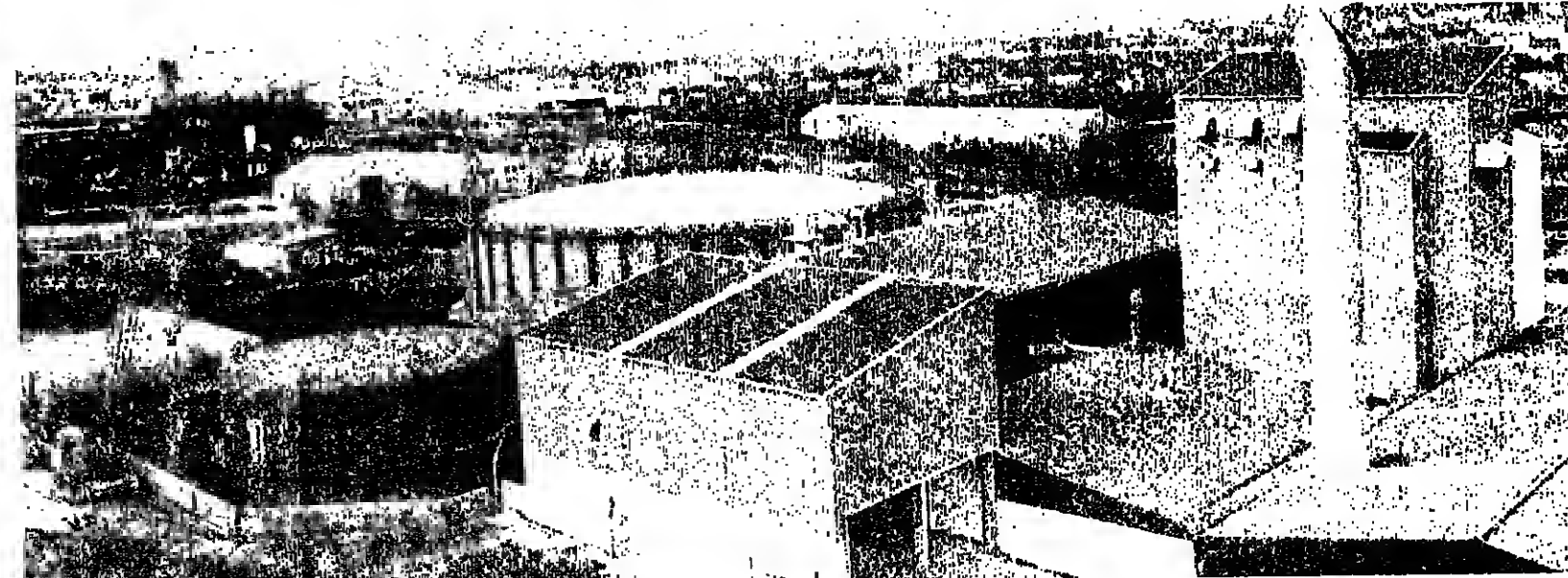
Noise repression is designed into the machinery and buildings, while dust is also kept to a minimum in the dry processing and packing areas.

Hygiene is of paramount importance and there is a laboratory for quality control of both the raw materials and finished product.

Plant in the wet fish processing area, including raw materials handling, is from Stord Bartz Industri A/S of Bergen, Norway.

Three storage silos have a total capacity of 1,800 tonnes and machinery in the wet process area is hydraulically driven to give more resistance in the event of jamming.

Seawater for the vapour scrubbing process, and for cooling the evaporators, is drawn the 11 miles from Aberdeen harbour at the rate of four million gallons a day.



This £4 million Caledonian Fish Meal Co. meal plant at Aberdeen replaces two factories at the port.

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Three storage silos have a total capacity of 1,800 tonnes and machinery in the wet process area is hydraulically driven to give more resistance in the event of jamming.

Seawater for the vapour scrubbing process, and for cooling the evaporators, is drawn the 11 miles from Aberdeen harbour at the rate of four million gallons a day.

The three Robey steam generating boilers can produce 30,000 lb of steam per hour, 90 per cent of which is returned and reheated.

At present the plant utilises white fish offal from processing firms in the Aberdeen area, also industrial species such as sprats being landed in big quantities locally.

Unloading facilities are being set up at Aberdeen harbour where boats can be discharged at the rate of 100 tons an hour.

Managing director, George Coutts, said that there is great potential in blue whiting and herring stocks as a future source of raw material. He believes that fish meal can help to satisfy the great demand for protein in the world.

The plant employs two main processing lines and markets white fish meal, fish meal and fish oil throughout the UK; substantial quantities of specialist products go to Norway, Finland and Taiwan.

Further research and development work aimed at upgrading the potential of these specialised products is an important part of company policy, with the possibility that products could be suitable for human consumption.

Fish meal has been produced in the firm's old site at Palmerston Road, Aberdeen, since 1904 and the Caledonian Fish Meal Co. (Aberdeen) Ltd. was formed in 1982 (previously the fish meal operation was part of the Caledonian Milling Co. Ltd.).

Caledonian then took over the Mutual Fish Products Co. Ltd. in 1984 and was acquired by Caraboe Ltd. one year later. Caraboe became part of RHM (Rank Hovis McDougall) in 1988.

Hugh Brown said in his opening speech that he is confident that the firm has taken every possible precaution to meet pollution

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FISH HANDLING, processing and marketing

# Fish handling 'Soviet-style' off Cornwall



Far left: salting and brining mackerel aboard the Russian factory mothership *Rybak Latvil*. Left: a quiet smoke for two crew on the Scottish purse seiner *Sette Mari* as they watch their 35-ton shot of mackerel being transhipped at sea off Falmouth.

Below: Tomez Ciechowicki, link man for Joint Trawlers Ltd., tells his way in to *Rybak Latvil*. A former fisherman, he has worked with Russian motherships all over the world and is proving a big asset to British fishermen.

Below far left: *Rybak Latvil*'s captain, Koetzya Nikolay, is from the Ukraine. Below left: overseeing the operation, Terry Nichols from the Sea Fisheries Inspectorate in London, with Russian political adviser Piotr Filipovitch.



Right: *Sette Mari*'s crew brailing mackerel. After being lifted from the hold in the catcher's brailing net, mackerel is transferred into wire cages ready for the lift to the factory ship. Below: packing frozen whole mackerel aboard the Russian ship. Bottom: some of the few pieces of western manufactured processing equipment are Baader 181 filleting machines.

## In a class of their own

BOTH *Rybak Latvil* and *Antarktika* are 869-class factory motherships. Between 1967 and 1978 Pollak yards built 35 of these vessels — mainly for Russia. *Rybak Latvil*, completed in 1976, was one of the last of this class to be built, while *Antarktika* was delivered in 1973.

Despite their 13,758 gross tonnage (10,120 dwt) these vessels are no slouches when it's time to get moving. They can manage around 15.5 knots from a 8-cylinder and Wain Cegielski diesel engine which develops 7,200 hp at 138 rpm. The basic 869 is a single-screw ship with two continuous decks, engine room right aft and bridge superstructure forward.

The 869 is 535ft. long overall and 48ft. between perpendiculars. Moulded breadth is 70ft., with a depth to upper deck of 41ft.

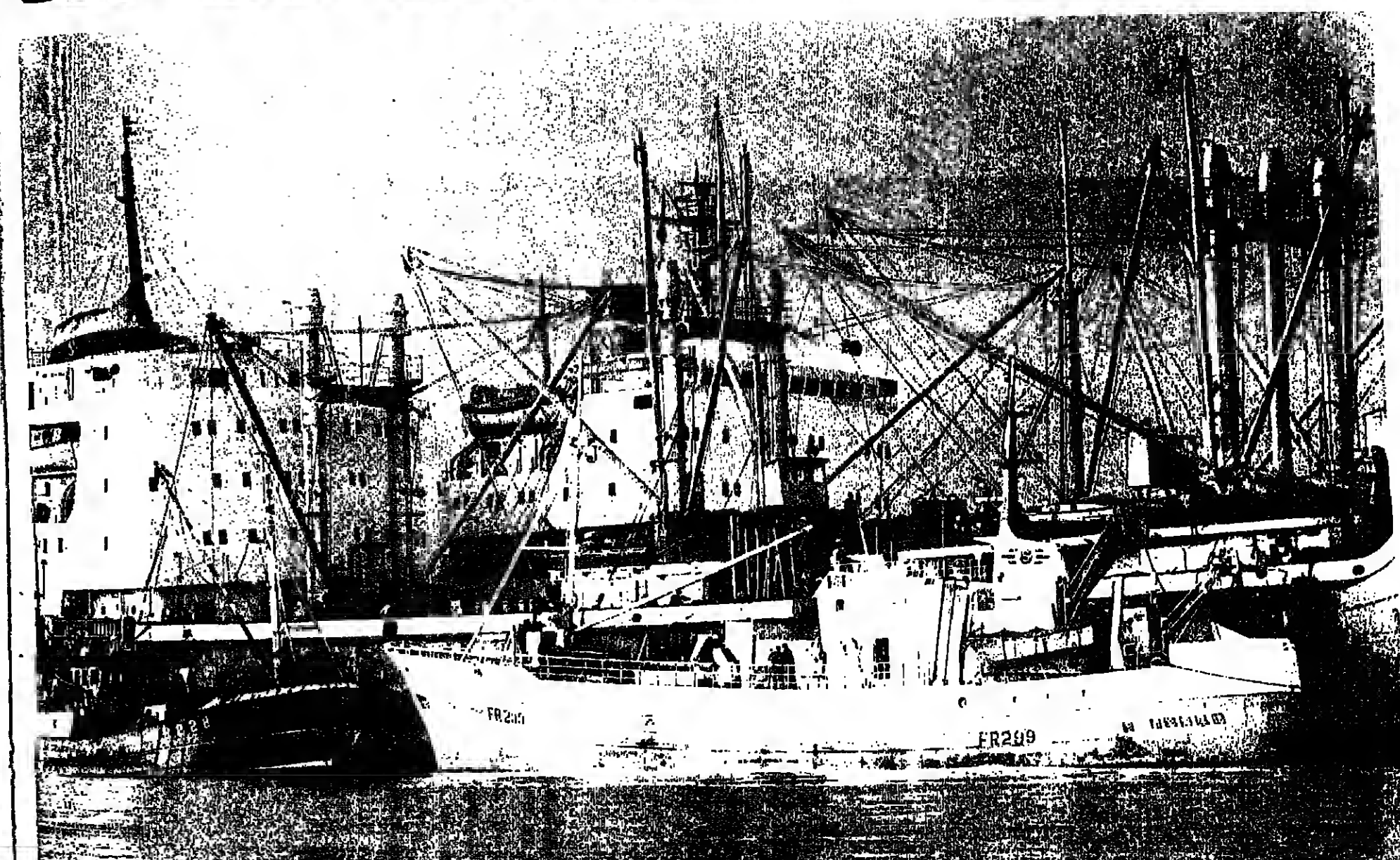


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FISH HANDLING, processing and marketing

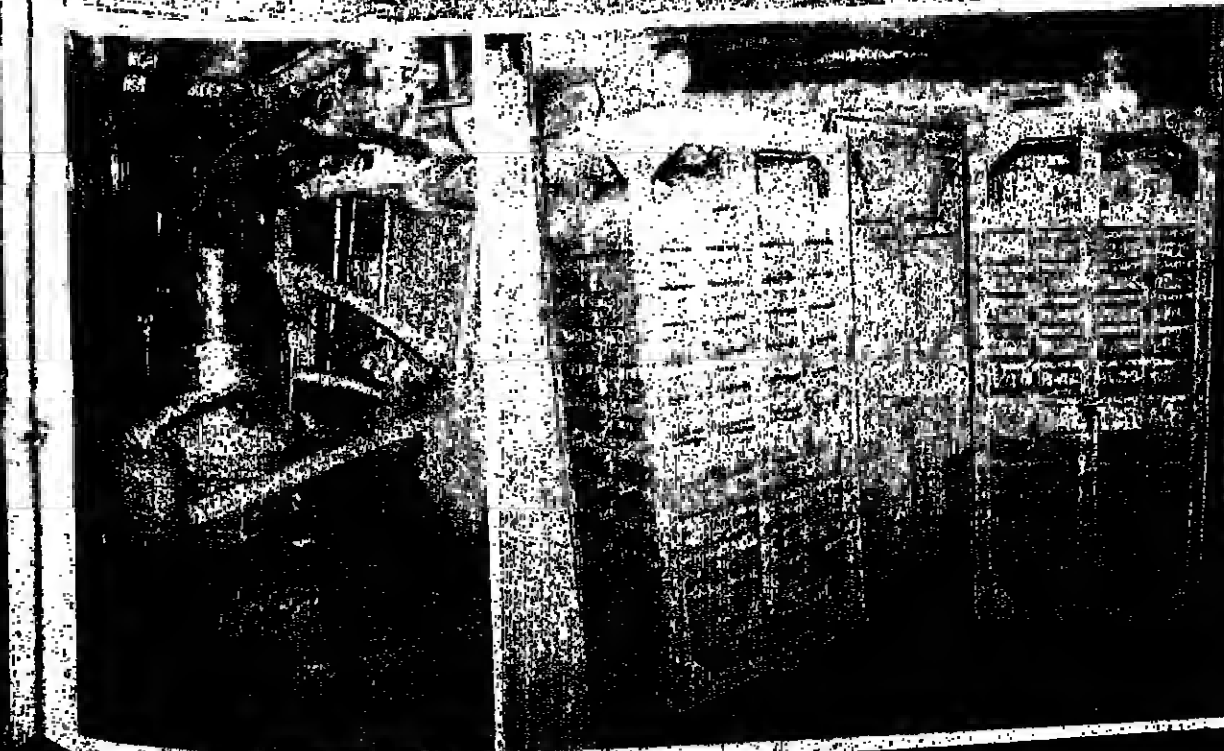
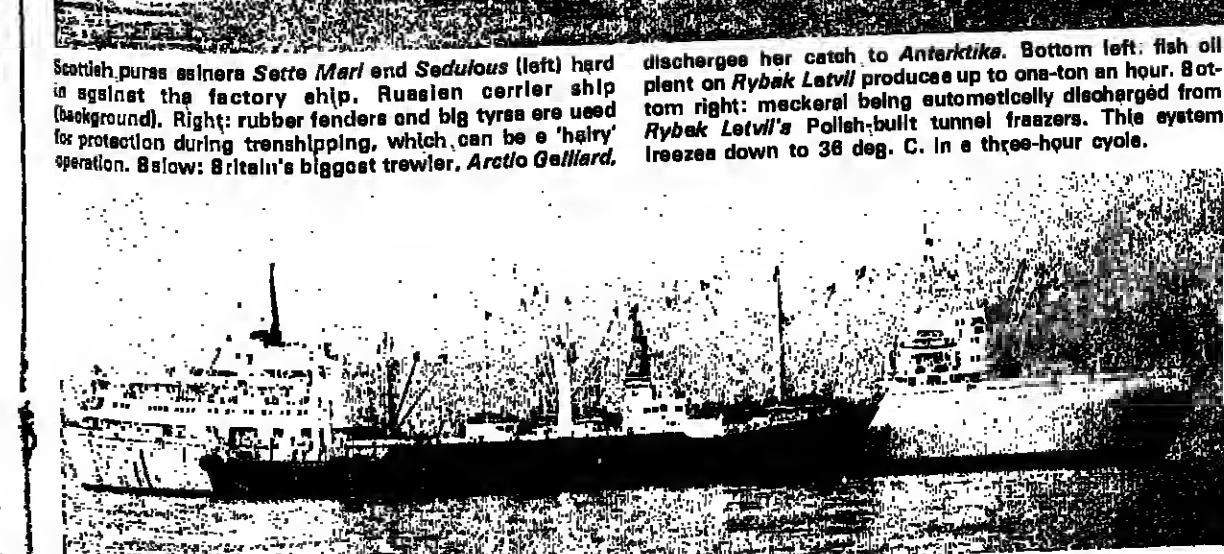
# off Cornwall

WORDS harry barrett  
PICTURES herbie knott



Scottish purse seiners *Sette Mari* and *Sedulous* (left) hard a-against the factory ship. Russian carrier ship *Rybak Latvil* produces up to one-ton an hour. Bottom left: rubber fenders and big tyres are used for protection during transhipping, which can be a 'hair' operation. Below: Britain's biggest trawler, *Arctio Gallard*.

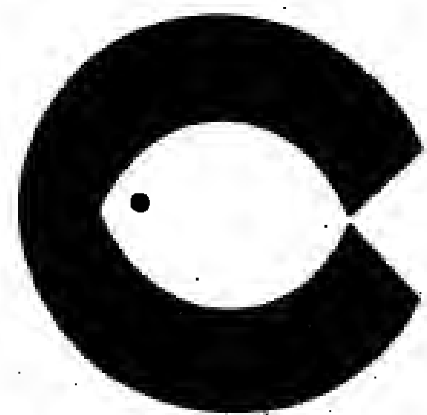
discharges her catch to *Antarktika*. Bottom left: fish oil plant on *Rybak Latvil* produces up to one-ton an hour. Bottom right: mackerel being automatically discharged from *Rybak Latvil*'s Polish-built tunnel freezer. This system freezes down to 38 deg. C. in a three-hour cycle.



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## FISH HANDLING, processing and marketing



## FLOATING FACTORY FOR ALL SEASONS

FROM THE heat of Africa, the gale-swept Atlantic, the British Isles, the gypsy life of a crew on a Russian factory ship, the bulk of the fish goes back to the Soviet Union, some of it is re-exported to Africa and even, ironically, back to the UK.

When asked if he ever had a crewing problem, Captain Nikolay replied: "We have a waiting list". He was equally emphatic on the subject of fish quality. He said he prefers to handle the purse seine-caught fish supplied by Scottish boats working for Clipper Seafoods to the trawled fish. "The chilled seawater tanks make all the difference," he added. The cavernous factory around 700 tons and deck — despite its clutter of men, women and machinery — puts some of our shore plants to shame. High standards of hygiene and tidiness are maintained, with working conditions as good as could be expected in such an enclosed environment.

Once the mackerel hits the factory deck it is handled three ways: as fillets using Baader 181 machines; whole frozen and as a brined and soiled product. In addition, there is a fish meal plant aboard which can produce 20 tons a day for animal feed and a fish oil plant with a capacity for up to one-tonne an hour.

The bulk of the fish goes for whole freezing in Polish-manufactured tunnel freezers. These freeze the fish down to 38-deg. C. in a three-hour cycle. Blocks of 10 kilos are frozen and eventually packed three blocks to a carton. The two air-blast tunnels can freeze up to 90 tons a day.

Fillets are packed and frozen in the same way. Just five to six per cent of the fish is processed into fillets, while the frozen whole fish goes back to the Soviet Union for canning or smoking.

The Russian mackerel operation off Falmouth, Cornwall, is divided between the two factory mother-ships *Rybak Lotvii* and *Antarktika*. Most of the British-caught trawl fish is taken aboard *Antarktika*, while *Rybak Lotvii* is mainly handling fish from Scottish pursers.

*Rybak Lotvii* is no stranger to British shores. During the summer she worked successfully off the Scottish west coast transshipping mackerel in an operation mounted through Joint Trawlers Ltd., which is also organising the Russian set-up off Falmouth.

At the centre of Joint Trawlers' south-west operation is Russian speaking Tomasz Ciechowski, who works in conjunction with Boyd Line of Hull and Clipper Seafoods of Aberdeen as suppliers. The Boston Group of Hull and Richard Irvin of Aberdeen are also linking-in their trawlers under an arrangement with Boyd.

A former Polish fishing skipper and now a British skipper, he is now a British skipper.

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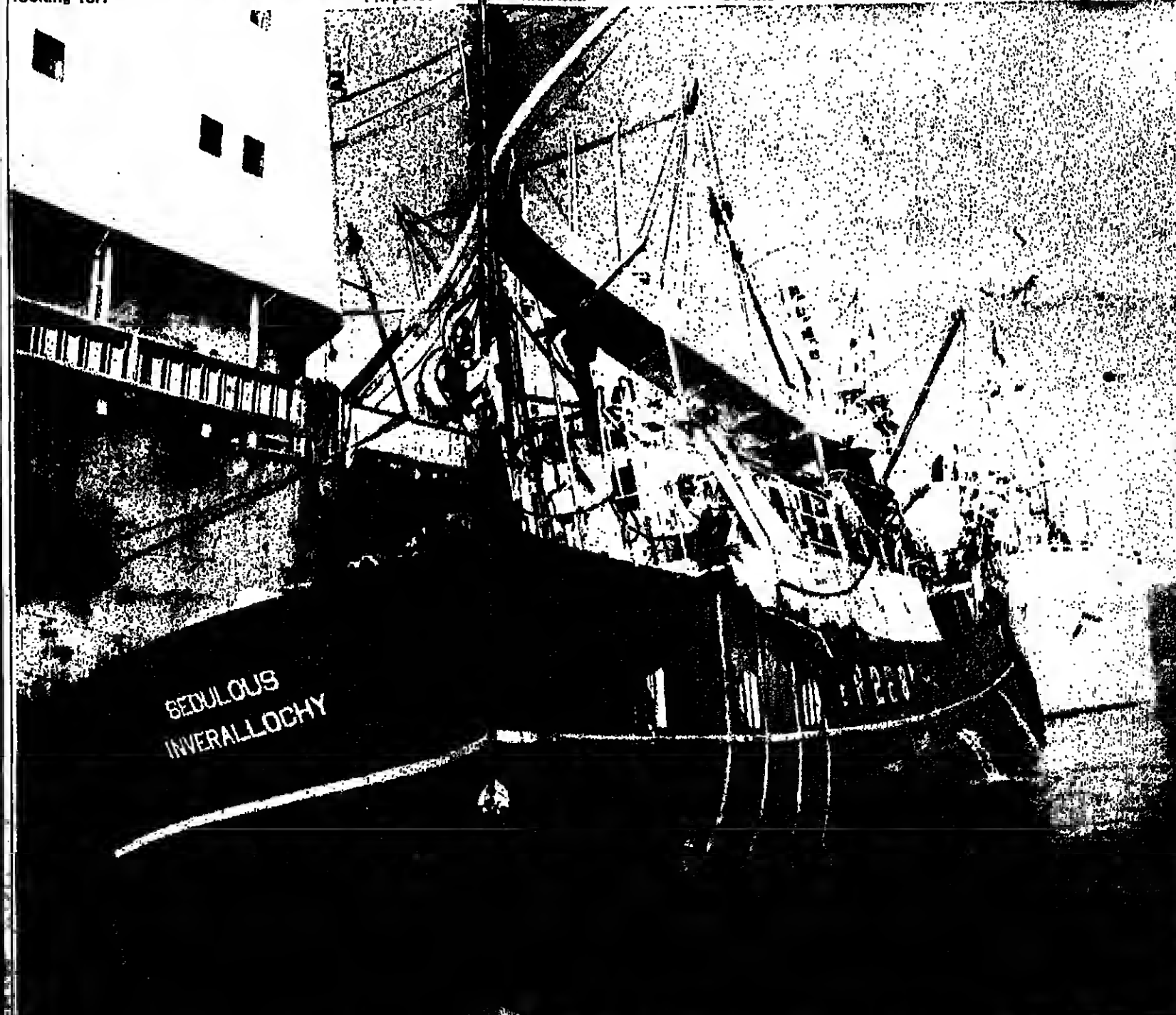
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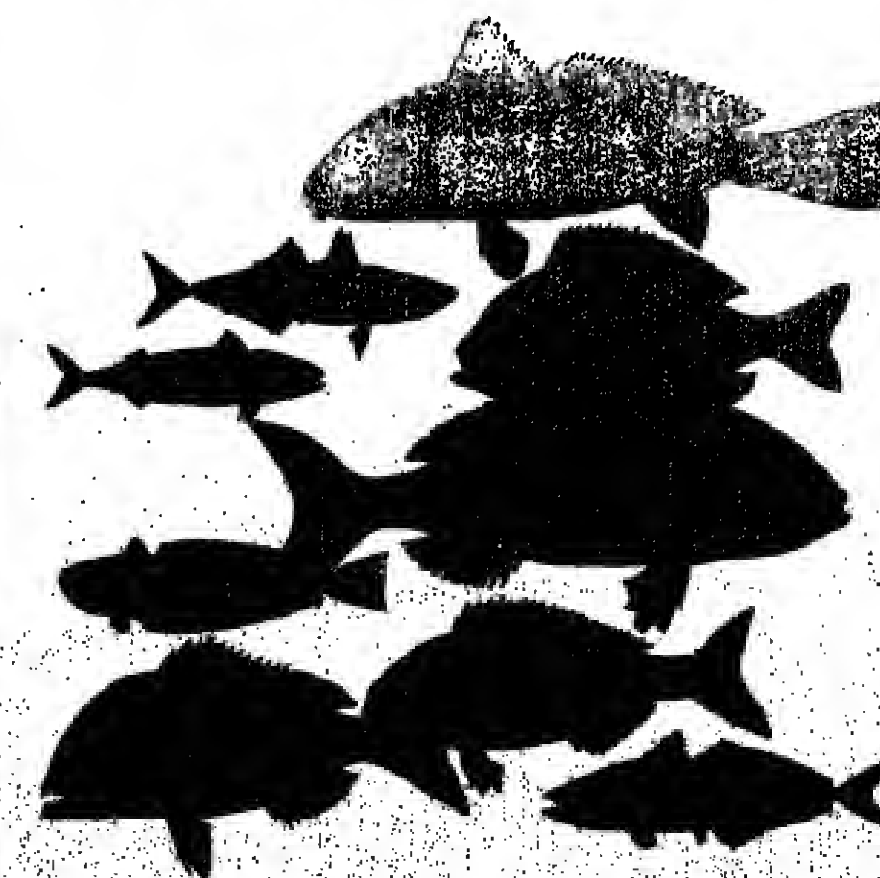
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Below: the Scottish purse seiner *Sadulous* (Skipper E. Simpson), lays her haul over on *Rybak Lotvii* while transshipping mackerel off Falmouth last week. The chilled seawater tanks on some of the Scottish purse seiners are producing the high-quality fish the Russians are looking for.



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## FISH HANDLING, processing and marketing

# 'Swedish-style' crab in big demand

**CRABS** landed in Devon and Cornwall are being exported to seven countries by a Plymouth firm.

The firm, Tamar Fish Processors Ltd., moved into new premises at Lockyers Quay in June this year and has handled some 2½ million lb. of crabs, the bulk of which have been processed as whole cooked crab and sent to Europe and Canada for sale in supermarkets.

## Contract

The company has 26 crabbers fishing under contract and the steady exportation of these overseas outlets has enabled it to double the price of crabs to fishermen during the last three years.

About 60 per cent of all crabs landed in the area between Plymouth and Falmouth are now being bought by the firm but, even so, overseas interest is so keen that demand is exceeding supply.

However, the firm is in a position to deal with another one million lb. of crabs annually without the need for further investment in handling and processing plant.

Tamar Fish Processors Ltd. was set-up three years ago by Bill Dugmore, who saw the need for crab processing facilities in the area.

## East coast

Prior to this a large percentage of crabs caught by local fishermen had to be sent out of the area to processors as far away as the east coast of England.

Bill Dugmore felt that he could develop an overseas market by using a new system which had just been in-

troduced in Sweden for whole crab.

The whole cooked crabs are packed in nylon laminate bags and pasteurised to give a fresh shelf life of four weeks. Only the best and undamaged crabs are used to produce a top-quality product.

After being cooled they are packed in individual nylon bags which are vacuum sealed to remove all the air inside.

The bags of crabs are pasteurised by placing them in water at 200 degrees F. for 30 minutes to kill any bacteria still inside. When they have cooled they are taken to the blast freezer.

Growth in the overseas markets for pasteurised

whole crabs has enabled the firm to offer fishermen some 16p a lb. as against 8½p three years ago.

## Key men

It is helping to take surplus supplies off the UK market, especially in October when the Westcountry crab season is at its busiest.

The 26 vessels landing to the firm are in the 30 ft. to 65 ft. class.

Bill Dugmore says that Tamar's policy is to regard fishermen as being the key to the business — and to provide them with good services.

Bait is supplied by the firm and catches can be collected

from boats at any time.

The realistic prices now being offered by Tamar are said to be providing these boats with quite a good living at a time when operating costs are high.

Unmanned crabs, or those otherwise unsuitable for packing whole, are picked for meat to supply the UK market. These products include brown meat, white meat, brown and white dressed crab, and barbecued claws.

The factory can employ up to 90 people during the Westcountry crab season, which lasts from June until December.

Bill Dugmore says that an



Above: blowing the meat from the crabs. Below left: Bill Dugmore, director of Tamar.

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## FISH HANDLING, processing and marketing

# crab

efficient staff is the key to good processing. So, to maintain a steady staff of 70 people, the factory is now geared up to move into mackerel processing during the early part of the year.

There is a natural overlap of products in the area as mackerel fishing is well underway when crab fishing is at its slackest.

There is a growing interest in mackerel for human consumption owing to the ever-increasing price of cod — and Tamar is perfectly positioned to help develop this market.

Plans are in hand to produce blast frozen mackerel fillets for retail outlets, and about 15 tons a day of locally-landed mackerel could be bought on the open market.

Filleting will be by hand as, in the long run, this method can be as economical as machine filleting.

Surrounding! Factory manager Harry Unsworth with his happy team of girls.



Vacuum packing the whole crabs in nylon bags to remove any air before they are pasteurised.



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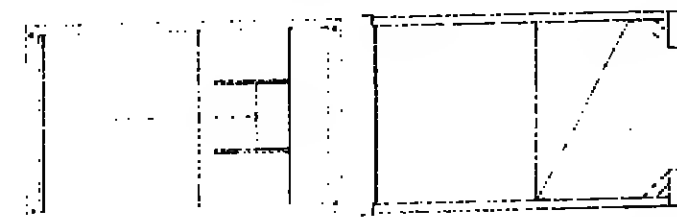
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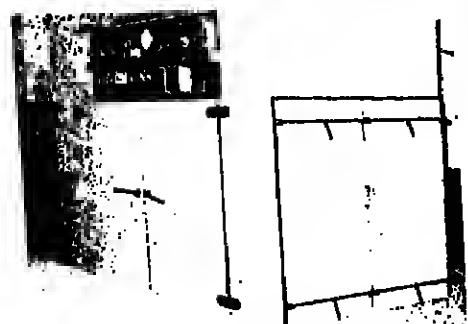
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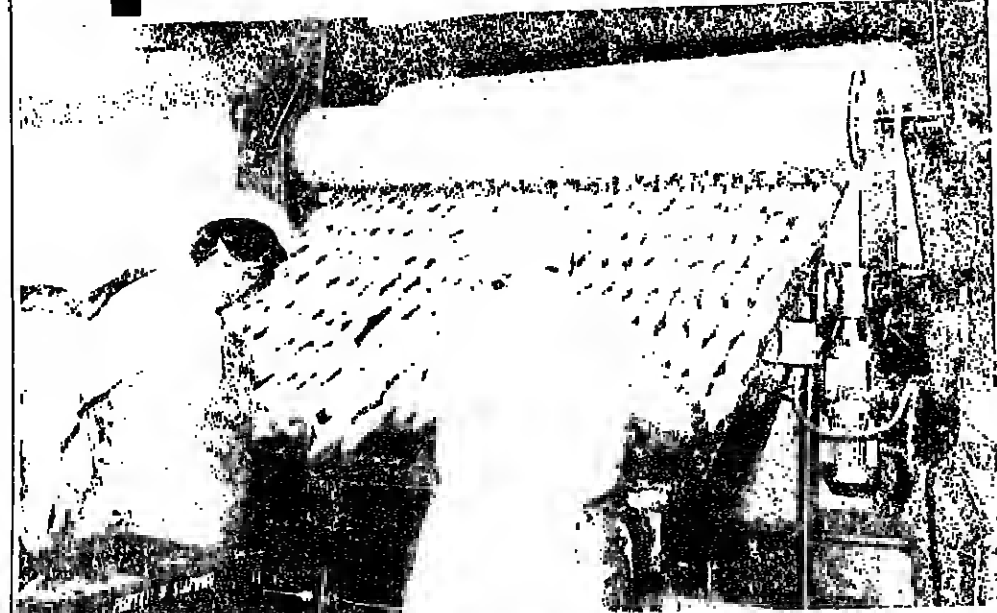
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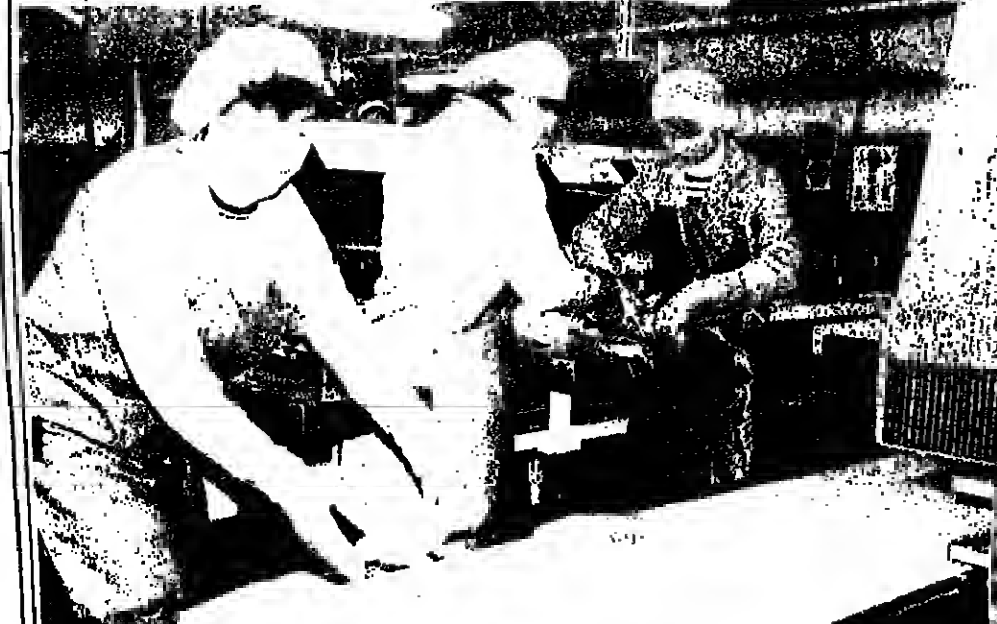
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## FISH HANDLING, processing and marketing

# £1¼m plant brings Starwood up-to-date...



Above: haddock block fillets being placed on a conveyor to be carried on to the Atlas Rota drum freezer. It is one of the only two such units in the UK. Below: after being weighed by the computerised weigh sorter, the fillets are wrapped in cellophane before being packed and frozen for export.



SOME £1¼ million has been invested in the new Aberdeen factory of Starwood Fisheries (Scotland) Ltd, which became operational this April.

The new premises and plant was officially commissioned in October by American fish firm executive, Charles Gordon of Booth Fisheries.

The decision to build the new factory had been taken when a compulsory purchase order was served on the company's former premises in North Esplanade West.

The firm's directors felt that it was an ideal time to invest in a modern, purpose-built factory which would meet the high EEC hygiene standards specified for fish processing premises.

Sited at South Esplanade East, Torry, the new plant employs 230 people and has the most modern equipment available.

The firm handles 300 to 400 tonnes of white fish daily and fillets, freezes and packs the smaller class of haddock, whiting, plaice and sole.

Top quality inshore catches are bought from Aberdeen and Peterhead, also fish from foreign freezer vessels is bought when available.

At present about 60 per cent of Starwood's output is going for export — mainly to America and Europe — but the firm's joint managing directors, Laurie Little and Alistair Gunn, are now planning to expand into the UK market.

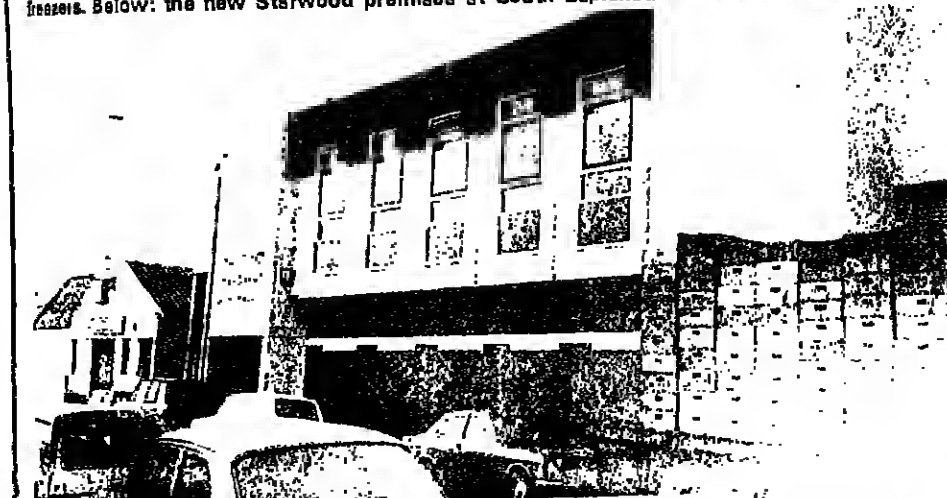
The firm's policy is to produce a good product at a fair price, said a spokesman. On arrival at the factory the fish is transferred to the firm's own plastic containers. It is then lined and de-sealed, if needed, before passing through the drum washer.

Filleting is done by hand and both block and single fish are produced. A screw conveyor takes off the fish from the drum washer after which it is frozen in blocks in an APV Parafreeze vertical plate freezer and sold to potlud processors. Equipment in the large

## FISH HANDLING



Above: trays of haddock fillets being taken from one of the APV Parafreeze horizontal plate freezers. Below: the new Starwood premises at South Esplanade East in Aberdeen.



packing and freezing area includes an Atlas Rota rotary drum freezer, which is one of only two such units in use in the UK.

It is used for producing individually quick frozen fillets which adhere to the surface of the drum after passing up a conveyor.

Surface temperature of the drum is in the region of minus 45 to minus 50 degrees C. Freezing time takes from four to 18 minutes depending on the size of the fillets.

After completing one revolution on the drum the fillets fall on to a conveyor and pass to a Best Inspection grading machine.

They are then packed and sent to Ross Foods in Grimsby for further processing.

Fillets destined for overseas outlets are packed and frozen by Starwood. Consumer and catering packs from one to ten lb. are produced.

The packing line has a high degree of automation. Fillets are skinned by machine and automatically weighed into the required amounts by a Computerised Weigh Sorter from Precision Engineering Products.

They are then wrapped in cellophane by hand and packed into boxes which have been folded into shape by machine. Other machines close and seal the boxes, overwrapping them with a printed paper wrapper.

Before they are taken to the APV Parafreeze horizontal plate freezers.

After freezing, the individual boxes are packed into master cartons ready for export.

Hawson and Turrell Ltd. of Grimsby supplied and installed the refrigeration machinery, chill rooms and the Atlas Rota drum freezer.

A defrosting plant for the fish frozen at sea uses hot water from the refrigeration system. Other equipment in the factory includes a box washing plant.

They are then wrapped in cellophane by hand and packed into boxes which have been folded into shape by machine.

Other machines close and seal the boxes, overwrapping them with a printed paper wrapper.

Before they are taken to the APV Parafreeze horizontal plate freezers.

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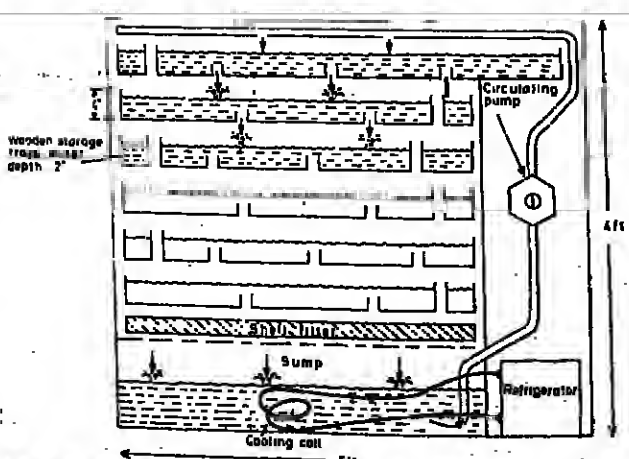
## TWO LAB REPORTS FOR HOLDING 'LIVE'

LOWESTOFF Fisheries Laboratory has published two advisory leaflets with useful advice for holding shellfish live.

The leaflets are: *The Live Storage of Lobsters and Artificial Sea Water for Shellfish Tanks*. They have both been prepared by P. C. Wood and P. A. Ayres of the Fisheries Laboratory at Burnham on Crouch, Essex.

The lobster storage leaflet stresses that there are four basic factors to take into consideration when holding live lobsters: oxygen and salt content of the water; water temperature; toxic substances; and the condition of the lobsters.

After giving details of the oxygen content in the water required by lobsters, the leaflet details the salinity mixing 'sea water' for large scale storage may be prohibitive, it warns.



Section of self-contained storage unit to hold 250 lb. of lobsters. The unit consists of six trays each holding 5 lb. per sq. ft. volume of water is 85 gallons, rate of flow 250 gallons per hour and water temperature, 50 deg. F.

Lobsters can survive a wide range of water temperatures, according to the report, but not be used. To pump in the fluctuations must be gradual. Stacks with copper pipes, for instance, could cause lobster

to die over a fairly short period. Main building materials should, therefore, be plastic, wood, stone, brick, concrete and reinforced glass.

The leaflet follows on with notes about the condition of lobsters for storage. Storing dead lobsters may rapidly lead to more deaths, while damaged lobsters can catch infections. There is a warning about a blood disease in Canadian lobsters which can be passed on to new stock.

The report rounds off with the different types of units which can be used for holding live lobsters. Lobsters should be checked daily — but they should not be fed as this will cause problems that it is not possible to solve.

The second leaflet for lab gives a list of materials which should be avoided when preparing artificial sea water, also the use of salts to increase the salinity of natural sea water.

## Douglas Young Dies

DOUGLAS YOUNG (66), who retired as chairman of the Young Group of companies five years ago but remained president, died last month.

He was one of four brothers who created a world-wide seafood business from a small family concern.

He played a major role in the creation of the Young Group of Companies (turnover £44,000,000) comprising 20 seafood processing factories at home and overseas, as well as the selling and distribution systems under the Young's Seafoods title.

He joined his father and two elder brothers in their fish merchants business in 1939 and received a comprehensive grounding ranging from the Young's whitebait fishing operation at Leigh-on-Sea, Essex, to London's West End catering trade in which the family specialised.

During the war he served in the Royal Navy and commanded a frigate in many



Douglas Young, the president and former chairman of Young's, who died at his Sussex home last month. He was 66.

North Atlantic convoy operations. At the end of the war he returned to the business and, with the introduction of deep freezing, Douglas Young was in the 'mermaid' in bringing the first frozen packs of salmon and shellfish on to the market.

With the acceptance of freezing, the range of products and the distribution system grew and more seafood processing plants were added to meet demand.

In 1969 Douglas Young was appointed to the board of Ross Group following the merger of Young's with this group. His elder brother, Gordon, retired in Douglas, in conjunction with brothers Stanley and Malcolm, continued to expand Young's.

As chairman he remained in control of the new Young Group of Companies in the years up to the time when Ross Group joined the Imperial Foods at that time and led the company through a very important growth phase.

In July 1972 he retired and handed over responsibilities to his eldest son, Norman, who has carried on the family connection.

He leaves a widow, two sons and a daughter.

We proudly celebrate  
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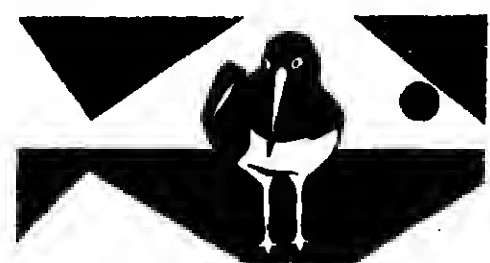


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## FISH HANDLING, processing and marketing

# NEW FISH QUALITY LAWS

## Health tickets for fish factories

A COMPREHENSIVE quality control programme for fresh and processed fish and shellfish is expected to become law in Ireland next year.

New regulations involving the licensing of processing plants are being pushed through by Minister for Fisheries, Brian Lenihan.

One of the main objectives of Ireland's fishing industry is to develop added value exports through increased processing ashore.

This will mean promoting Irish fish and fish products on some of the most consumer-conscious markets in the world, making it vital for the industry to give top priority to raising quality standards.

According to Tom Geoghegan, market development manager of the Irish Sea Fisheries Board (BSM), the new regulations — which will affect fishermen and processors — will ensure the highest standards of handling from the time the fish is caught, to sale on the home market or point of export.

They will "facilitate the introduction in certain speciality markets in Europe and elsewhere of branded fish products under a quality Irish label."

"As soon as the regulations for shellfish and pelagic fish come into effect," said Mr. Geoghegan, "it will be possible to get the second stage of the new quality control programme underway."

"This concerns the setting up of quality standards for processed fish of all kinds, and the licensing of premises for production of these products."

Plant licensing will be a new requirement. "Each of the plants will be issued with a certificate of health," said



High-quality Atlantic salmon landed at the Galway and Aran fishermen's co-op. But does the box match the fish?

Mr. Geoghegan, "and this will be a tough one."

"Over the years, there has been a considerable improvement in the quality of Irish fish in recent years. This has largely been due to steps taken by BIM to introduce ice-making facilities into many ports."

Bulk landings are giving way to an increased use of pounds, and many boats are going over to plastic fish boxes especially since the development of the mackerel fishery.

On the demersal side, regulations governing the handling and presentation of fish have been in force for some years.

**Approval**  
However, there is widespread approval for Mr. Lenihan's new measures since the general consensus in the industry is that there is still room for improvement in quality at all levels.

John Holland of Galway Bay Seafoods goes as far as to say that quality control at the quayside is "a bit of a joke."

Fishermen, he explained, have been known to land third-day fish on top of the first day's catch, unknown to the processor.

A spokesman for the fishermen's co-op at Kilmore Quay complained of a lack of technical back-up: "Apart from BIM's laboratories, where could I get tests done on crab meat, for example?" he asks.

"The Institute for In-

dustrial Research and Standards (IIRS) was set up by the government to provide a service, but they are so overloaded that they cannot cope with the small men."

Jim O'Connor, chief executive of the Irish Fish Producers' Organisation, accepts that "there has been a lack of implementation of proper handling regulations as far as fishermen are concerned."

"Due to the relatively small size of the fleet," he said, "ice has not been available in sufficient quantities. Also, there has been a multitude among fishermen — now fortunately dying out — that, as they were operating for the most part on a daily basis, there was no necessity for ice."

"Another factor has been the irregular supply which has meant that badly handled fish, at a time of scarcity, could fetch as much as good fish."

"We have been pushing for quality all along, and we are going to continue to push for it. We will be quite unapologetic if any of our members are prosecuted for not adhering to the new regulations. But we want to see the same standards applied throughout the industry."

"One thing we are not satisfied with," added Mr. O'Connor, "is the lack of effort on the part of the people responsible for ensuring the implementation of such quality controls as do exist."

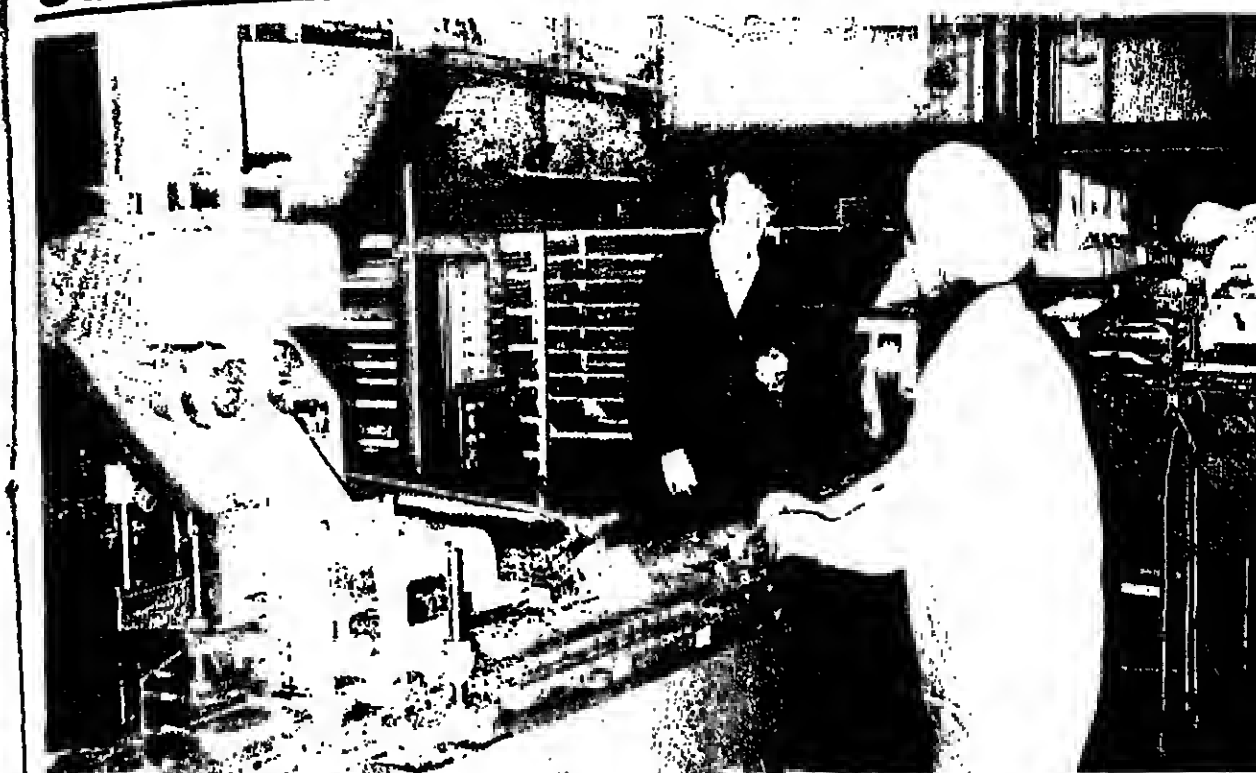
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THE QUEEN'S AWARD TO EXPORT 1977

## FISH HANDLING, processing and marketing

# ON THE WAY IN IRELAND



## ...FIRST MOVE INTO CANNING

THE OPENING in February this year of Ireland's first fish cannery is the best example yet of progress being made to up-

grade the value of the country's fish exports.

The £800,000 Campbell Seafoods Ltd. plant at Dungloe, Co. Donegal, will be producing about four million

cans of mackerel and herring during its first year. And, with space available inside the 2,000 sq. metre plant for a second machine line, there is scope for real expansion.

Supplies are obtained locally as fresh or frozen fillets from the affiliated Campbell Seafoods Ltd. plants in neighbouring Burtonport and Killybegs — both within easy road distance.

After thawing the fish is washed in brine, then either canned in oil or cooked and packed in sauces. Stringent quality checks are maintained throughout the process.

### Switched

By holding stocks in its own 1,000-ton cold store, Campbell Seafoods can keep its machines — and around 40 employees — in work all year. This plugs the seasonal supply gap that plagues many Irish fish processors.

During the summer, the cannery was working on herring, but has now switched to mackerel.

The mackerel is being

The canning line in action at the Campbell Seafoods plant at Dungloe, Co. Donegal. Space is available to install a second similar line when needed.

packed for John West, the company's first customer. However, there is no intention to tie the operation to one label, and negotiations have already taken place with at least two other major brand lenders.

Campbell Seafoods Ltd. is the latest processing plant opened by John Campbell, managing director of Campbell Seafoods Ltd. and chairman of the Donegal Fish Exporters' Association.

### Expand

Mr. Campbell founded his company at Burtonport in 1968 mainly to handle salmon, lobsters and cured herring. He expanded rapidly, opening another plant in Killybegs the following year, and has added to existing facilities.

It was not long before Campbell's began to diversify from selling fish in barrels to high-priced frozen fillets for the German canning factories. The construction of the Campbell cannery was a natural progression.

The Campbell Seafoods factory looks like being a forerunner of a number of fish canneries in Ireland which will boost the fish industry and provide much-needed employment.

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## Affish now control Scottish factories

THREE Scottish fish factories at Irvine, Tarbert and Mallaig are now being controlled by Affish Ltd., which has also opened a new trading office in Grimsby.

The manager of the Grimsby office, Albert Baker, will be trading in Grimsby and Hull. He is joined by George Williamson, both men have worked with Affish in the international trading company of Associated Fisheries for some years.

Eric McDonald, produc-

tion director at the three Scottish factories, will also be based in Grimsby.

Managing director of Affish, Graham Clarke, says that the new facilities will enable the company to offer improved services to both UK and overseas customers. Supplies of salmon from Canada and USA, prawns from Norway, Greenland and Norway, red snapper from Brazil, hake from Argentina and South Africa and rainbow trout from Denmark are some of the fish now available from the company.



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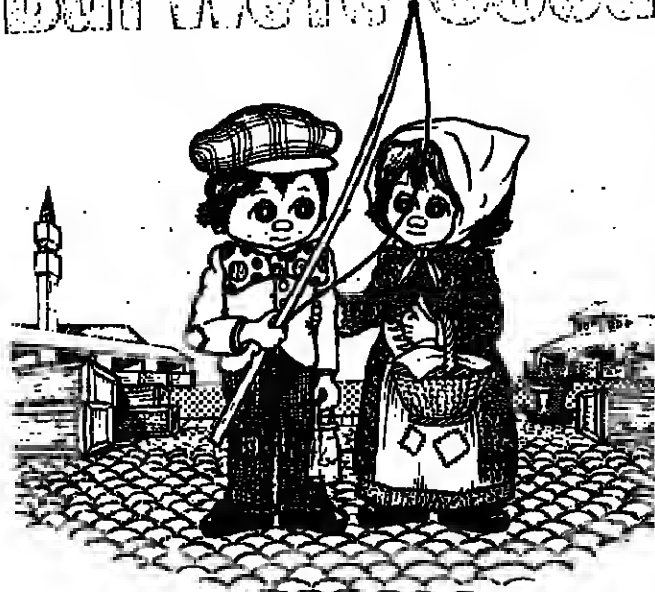
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## FISH HANDLING, processing and marketing

# AGENCY DEAL FOR COOLING SYSTEMS

A NORWEGIAN manufacturer of on-board refrigeration equipment has set up a sales deal with a Scottish firm.

Kvaerner recently concluded an exclusive sales agreement with Scandinavian Marine Sales Ltd. of Glasgow, which will act as sole representative in Britain and Eire.

Kvaerner has for many years specialised in refrigeration equipment for fishing vessels and it is one of the leading European companies manufacturing and supplying fishroom refrigeration, plate and tunnel freezers, and refrigerated sea water (RSW) circulation systems.

With 200-mile limits and quotas, fish quality has never been more important. Fishroom refrigeration and RSW systems are, therefore, playing an increasing role in modern fishing.

Kvaerner has been to the forefront for many years in the design of this equipment, particularly RSW circulation systems. It has supplied more than 70 to vessels in Scandinavia and also Scotland's largest and most successful purse seiners, including Sette Mari and Chris Andra.

The firm is also supplying RSW systems to four new



The 135 ft. purse seiner Chris Andra has a Kvaerner RSW system and Brunvoll thrusters.

purse under construction in Holland and Norway for Norwegian company specialising in the design and manufacture of transverse thrusters for bow and stern application. These units, manufactured by Brock Brondt A/S, are standard equipment in the Scottish purse seine fleet, giving the manoeuvrability boats require for this fishing operation.

## Floating factory

Continued from page 17

national, Tomasz Ciecchowski is an important link between the British and Russians. "Take Tomasz away and we would be finished. He does a great job", said Skipper Jim Slater when Fishing News went aboard his 148ft. purse seiner Sette Mari while she was transshipping mackerel last week.

Sette Mari had returned from a short, sharp and profitable trip and was putting 35-tons aboard Rybak Latvii. This was taken in one shot in three hours, six miles south by west of The Dodman. While this was an unusual trip in good weather, Jim Slater was quick to point out that there are big problems with the weather off Cornwall.

"There is no doubt that transshipping at sea in rough weather is a highly dangerous operation. 'Terrifying', was how Jim Slater described it. He said that on one occasion the bilge of Sette Mari was touching the factory ship's rail.

Rubber cylindrical fenders and big tyres are used by the Russian ships. Some catcher boats were sustaining damage and Skipper Terry Thresh, of the 280ft. Arctic Gullard, pointed out over the radio that he thought his ship needed to be fendered as well as the Russians.

By British standards the scale of the operation is big end, while it is successful, there are still some problems. Catcher vessels are still trying to operate in the same way as with a shore-based fish market. There still needs to be some planning among catcher boats about the time of arrival at the factory ship.

Working on a fixed price arrangement, without the customary dash for the auction, should simplify the problem. As it works now, the buyers are losing production and the catchers losing fishing time.

Skippers are endeavouring to keep clear of local line boats, but there is a feeling among trawlermen that it would help if the small boats used the right lights at night. Also, hauling with lights would help to avoid accidents.

from local trawlers which find that, because of the purse seiners' huge gear, they cannot get in at the shoals.

"The Russians are keen on a good relationship with the British fleet, but they are no pushover to take any fish.

"Fortunately, the fish here is better quality than off the west coast of Scotland in the summer. It has built the fat content," said Jim Slater.

With some heavy hauls of mackerel being taken the quins are proving something of a problem but, the three-day 'roll-up' period allowed on catches, is helping skippers to spread out their fishing.

MAFF inspector Terry Nichols, who came aboard Rybak Latvii with Fishing News, said he is very impressed by the set-up and happy to see the quins system working. "Local men have developed a very impressive system for monitoring catches," he added.

Denling with London-fur-

mulated regulations has been confusing enough for fishermen — and some local Ministry sources confessed to not being able to understand them themselves.

In addition to Sette Mari, two other Scottish pursers are landing to the Russians through Clipper Seafoods, Sedulans (St. E. Simpson) and Challenge Ltd. W. Tait.

The pursers have worked with the Russians in the summer, but for the big trawlers this is something of a new operation. Despite this new operation, the Russians declared themselves particularly impressed with the efficiency of Boyd Line's Arctic River and Arctic Challenger.

There is no doubt that the Russians hope that this year is the start of a long working relationship with the British fishermen — mackerel permitting.

"We'll see you again at Mullapool next summer," they said as we left the ship.

## 50 years 'on the job'

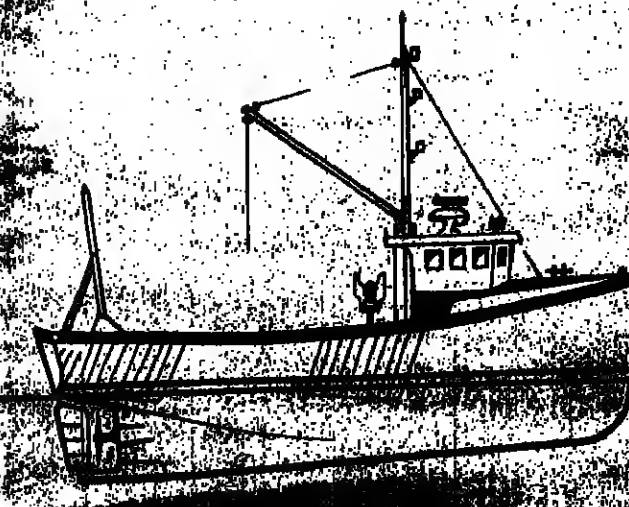
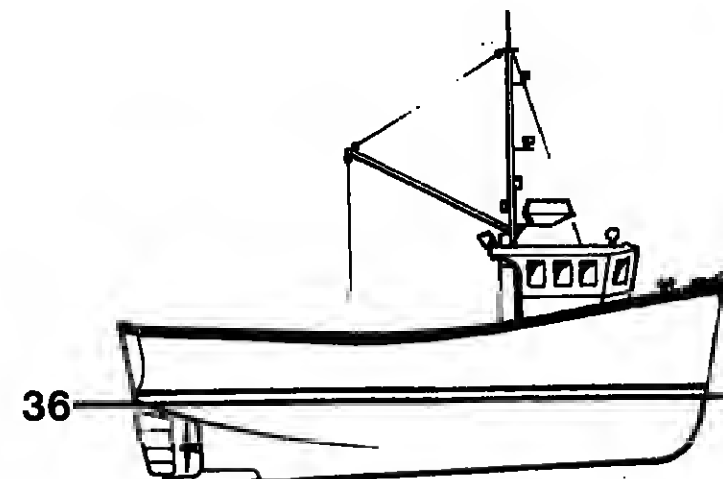
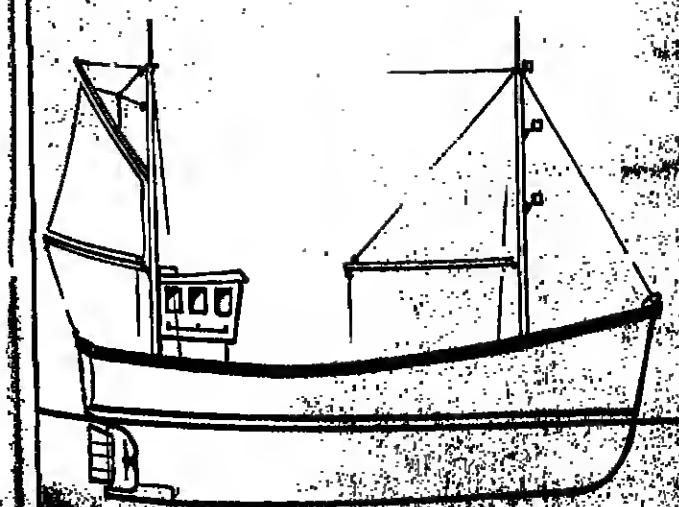
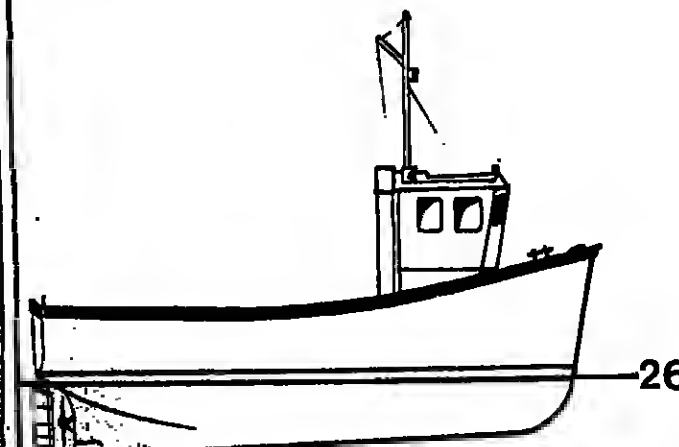
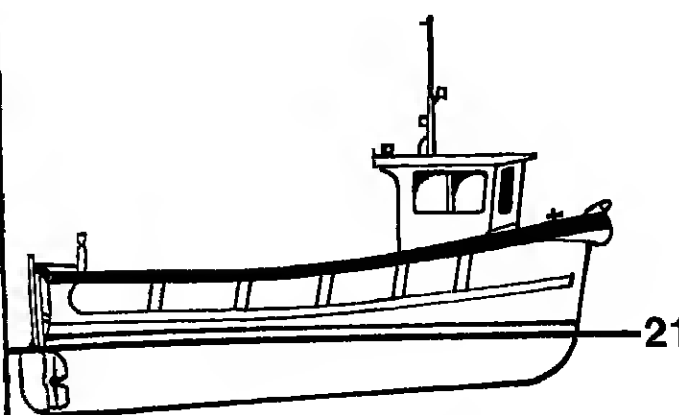


THE POWERS behind Barnetts of Frying Pan Alley — famed for its smoked salmon — have just celebrated 50 years in the business. To mark the occasion cousins, Joe and Morris Barnett, were each presented with a gold watch by Associated Fisheries. Their fathers were some of the Barnett who founded the company.

Joe runs the selling side of the company from Associated Fisheries' offices in London, while Morris is the owner and runs the smoke house in Loughton, Essex.

In case you are wondering about the rather large photograph that was a present to Joe from his late father, while not wishing to denigrate Associated Fisheries, Joe said: "The comparison somewhat belittles the individuals, are more than big."

# THE CYGNUS FLEET



### GM21.

21ft. x 6ft. x 2ft. 6ins. x 3ton.  
Hull mouldings from £875.  
heavy duty £994.  
Finished craft from £5,950.

### GM26.

26ft. x 9ft. 6ins. x 3ft. 3ins. x 6-5ton.  
Hull mouldings from £1,730.  
Finished craft from £14,750.  
Wharehouse moulding £575.

### GM32.

32ft. x 12ft. x 4ft. x 10-5ton.  
Hull mouldings from £2,920.  
Finished craft from £18,350.  
Wharehouse moulding £575.

### GM36.

37ft. 3ins. x 14ft. x 5ft. x 19ton.  
Hull mouldings from £4,960.  
Finished craft from £25,500.

### GM43.

43ft. x 17ft. x 7ft.  
Registered length 39ft. 9ins.  
Hull mouldings from £7,620.  
Finished craft from £40,000.  
Moulded wharehouse & galley unit £1,820.

SEE US AT THE 1978 LONDON BOAT SHOW, STAND J8

There are now five boats to choose from in the Cygnus GM range, covering 21ft. to 37ft., and for 1978, 43ft.. All our hulls are moulded in excellent conditions with strict quality control over materials used. Designed by Gary Mitchell, our hulls feature heavy displacement, deep forefoot, good beam, and their seaworthiness is the yardstick by which others are measured. — At Cygnus, we can say our customers are our most successful salesmen. — You can buy hulls in any stage of completion, from bare shells to 'floats'. If you're thinking of a boat for 1978, invest in any of the Cygnus fleet — they offer the best there is.

## Cygnus the big name

For full details contact Chris Brook, Cygnus Marine Ltd., Britannia Yard, Kemish.

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## 28

thick sweater underneath, navy  
breasted red or royal blue, sea  
measurements 25 each plus 70.  
Trade enquiries welcome, mon-  
if not delighted. J. & P. Bain  
Marlborough Avenue, Falmouth  
Cornwall.









## Official and Classified ADVERTISEMENTS

Continued from Page 31

### PUBLIC NOTICE

**Notice to Mariners**  
**SHELL EXPRO'S GASLINE TERMINATION**  
 Current work on the St. Fergus/Brent Gasline has now ceased for winter months. The end of laid down section of the pipeline is on sea-bed at following position: 59°46'55.4"N 00°08'05.7"E.

Which computes to following Dacca co-ordinates.  
**CHAIN 6C NORTH BOOTTISH**  
**CORRECTED OBSERVED COMPUTED GREEN (2) 0 47.57**  
 (C-O) - 0.18  
**OBSERVED DECCOMETER READING (2) E. 30.02**  
**CORRECTED OBSERVED COMPUTED PURPLE (1) F.67.46**  
 (C-O) - 0.40  
**OBSERVED DECCOMETER READING (1) F.67.86**  
**CHAIN OF BERGEN**  
**CORRECTED OBSERVED COMPUTED REO (1) E.16.81**  
 (C-O) + 0.15  
**OBSERVED DECCOMETER READING (1) E.16.78**  
**CORRECTED OBSERVED COMPUTED GREEN (3) F.45.04**  
 (C-O) + 0.15  
**OBSERVED DECCOMETER READING (3) F.44.89**  
**CORRECTED OBSERVED COMPUTED PURPLE (1) 0.67.06**  
 (C-O) + 0.13  
**OBSERVED DECCOMETER READING (1) Q.56.93**  
 It should also be noted that attached to the end of the pipeline is 1000 feet of 3" dia. wire rope lying on sea bed on a bearing of 037° from pipeline.

### NOTICE TO MARINERS

#### ROCK DUMPING ON SHELL EXPRO'S GASLINE

Rock dumping on the St. Fergus/Brent gasline is being carried out by the vessels "Avelingen" and "Frane" and will continue for several further weeks. As a result of weather delays it is now anticipated that the work will continue until about the end of the year.

First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Dacca main chain 6c green, D32.74 to D33.59 and purple H62.25 to H62.47.

### Rock Dumping Vessels

#### "FRANS" and "AVALINGEN"

These vessels which are at present working over the St. Fergus/Brent Gasline, frequently lay to two anchors the cables of which extend 550 metres up current from the vessels. A wide berth is requested.

### NOTICE TO MARINERS

Rock dumping on St. Fergus/Brent Gasline  
 Rock dumping on our gasline will be carried out initially by vessel "Avelingen" supported by one or two other vessels and is planned to commence 1st October 1977.  
 First location is pipeline chainage Km. 4.8 to Km. 6.3 which is equivalent to Dacca main chain 6c green, D32.74 to D33.59 and purple H62.25 to H62.47. We anticipate completion of this above section within approximately one month of starting.

### ENGINES FOR SALE

#### FOR RELIABILITY GARDNER DIESELS 110-230 HP

First class marine engine units fitted with reconditioned Gardner diesels and any reduction up to 4.5-1, front end drives, AC7 alternators, bilge pumps and any ancillary equipment required.  
 Other popular makes of engine, stern tubes, shafts and steering gear supplied.

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#### VIKING MARINE INTERNATIONAL are now offering 23-220 horse power

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HIGH-QUALITY MARINISATION PARTS ALSO AVAILABLE

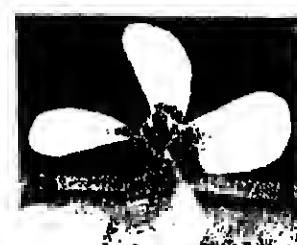
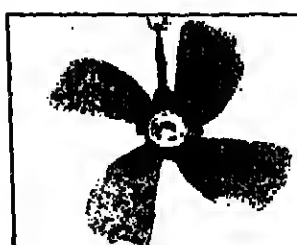
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 FOR SALE Gardner 6L3 114hp with shaft, tube etc. Telephone: 088-33 615.

*Myra Wishes all her Advertisers a very Merry Christmas and a Prosperous 1978.*

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 Also 1.8:1 ratio new P.M. gearbox 2658. We are also service centre for Borg Warner.  
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